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(12) United States Patent
Kakehashi et al.

(10) **Patent No.: US 10,557,660 B2**
(45) **Date of Patent: Feb. 11, 2020**

(54) **HEAT EXCHANGER WITH A PLURALITY OF HEAT EXCHANGING PORTIONS**

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(72) Inventors: **Nobuharu Kakehashi**, Toyoake (JP); **Yoshiki Katoh**, Kariya (JP)

(73) Assignee: **DENSO CORPORATION**, Kariya, Aichi-pref. (JP)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 188 days.

(21) Appl. No.: **15/877,420**

(22) Filed: **Jan. 23, 2018**

(65) **Prior Publication Data**

US 2018/0142936 A1 May 24, 2018

Related U.S. Application Data

(62) Division of application No. 14/376,277, filed as application No. PCT/JP2013/000521 on Jan. 31, 2013, now abandoned.

(30) **Foreign Application Priority Data**

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Apr. 3, 2012 (JP) 2012-084444
Jan. 15, 2013 (JP) 2013-004966

(51) **Int. Cl.**
F25D 17/02 (2006.01)
H01M 10/625 (2014.01)
(Continued)

(52) **U.S. Cl.**
CPC ***F25D 17/02*** (2013.01); ***B60H 1/004*** (2013.01); ***B60H 1/143*** (2013.01);
(Continued)

(58) **Field of Classification Search**
CPC .. F25D 17/02; F02M 26/28; F28F 9/02; F28F 9/0246; F28F 27/02; F28F 1/00;
(Continued)

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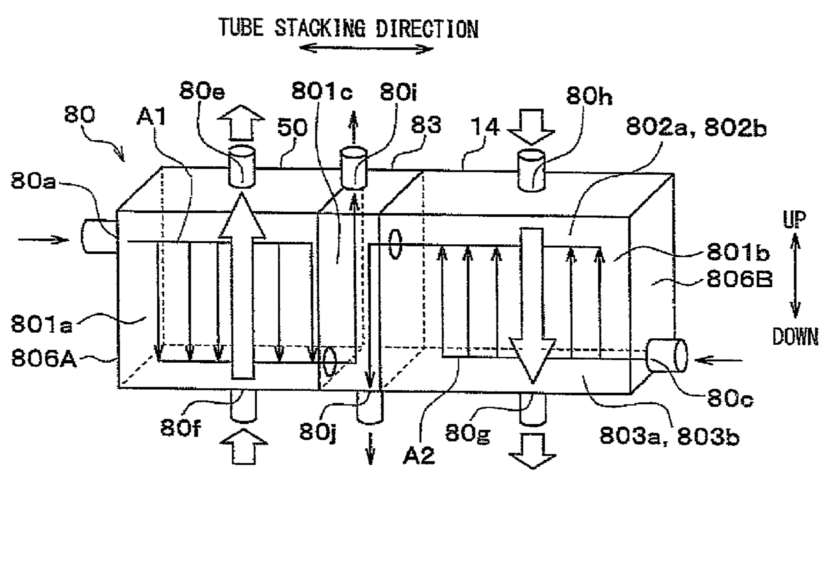
Primary Examiner — Emmanuel E Duke
(74) *Attorney, Agent, or Firm* — Harness, Dickey & Pierce, P.L.C.

(57) **ABSTRACT**

A heat exchanging portion and tank portions are formed by bonding plate members. The tank portion is provided with a refrigerant inlet allowing a refrigerant to flow into a refrigerant tank space, a refrigerant outlet allowing the refrigerant to flow from the refrigerant tank space, a heat medium inlet allowing a heat medium to flow into a heat medium tank space, and a heat medium outlet allowing the heat medium to flow from the heat medium tank space. At least one of the refrigerant inlet, the refrigerant outlet, the heat medium inlet, and the heat medium outlet is disposed between both ends of the tank portions in a tube stacking direction of refrigerant tubes and heat medium tubes.

13 Claims, 64 Drawing Sheets



(51) **Int. Cl.**

H01M 10/6556	(2014.01)
H01M 10/613	(2014.01)
F28F 9/02	(2006.01)
F28F 27/02	(2006.01)
F28D 9/00	(2006.01)
B60H 1/00	(2006.01)
B60H 1/14	(2006.01)
F02M 26/28	(2016.01)
F28F 9/26	(2006.01)
F02B 29/04	(2006.01)
F28F 1/00	(2006.01)
F28D 21/00	(2006.01)
B60K 1/00	(2006.01)

(52) **U.S. Cl.**

CPC ***F02B 29/0443*** (2013.01); ***F02M 26/28*** (2016.02); ***F28D 9/005*** (2013.01); ***F28D 9/0043*** (2013.01); ***F28D 9/0093*** (2013.01); ***F28F 1/00*** (2013.01); ***F28F 9/02*** (2013.01); ***F28F 9/0246*** (2013.01); ***F28F 9/26*** (2013.01); ***F28F 27/02*** (2013.01); ***H01M 10/613*** (2015.04); ***H01M 10/625*** (2015.04); ***H01M 10/6556*** (2015.04); *B60K 2001/003* (2013.01); *B60L 2240/34* (2013.01); *B60L 2240/545* (2013.01); *F01P 2050/24* (2013.01); *F28D 2021/008* (2013.01); *F28D 2021/0031* (2013.01); *F28D 2021/0084* (2013.01); *F28D 2021/0094* (2013.01); *Y02T 10/146* (2013.01)

(58) **Field of Classification Search**

CPC F28F 9/26; H01M 10/625; H01M 10/6556; H01M 10/613; F02B 29/0443; F28D 2021/0084; F28D 2021/0031; F28D 2021/0094; F28D 2021/008; F28D 9/0043; F28D 9/005; F28D 9/0093; B60K 2001/003; Y02T 10/146; F01P 2050/24; B60L 2240/34; B60H 1/32281; B60H 1/004; B60H 1/143

See application file for complete search history.

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JP	2004257729	A	9/2004
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JP	2011121551	A	6/2011

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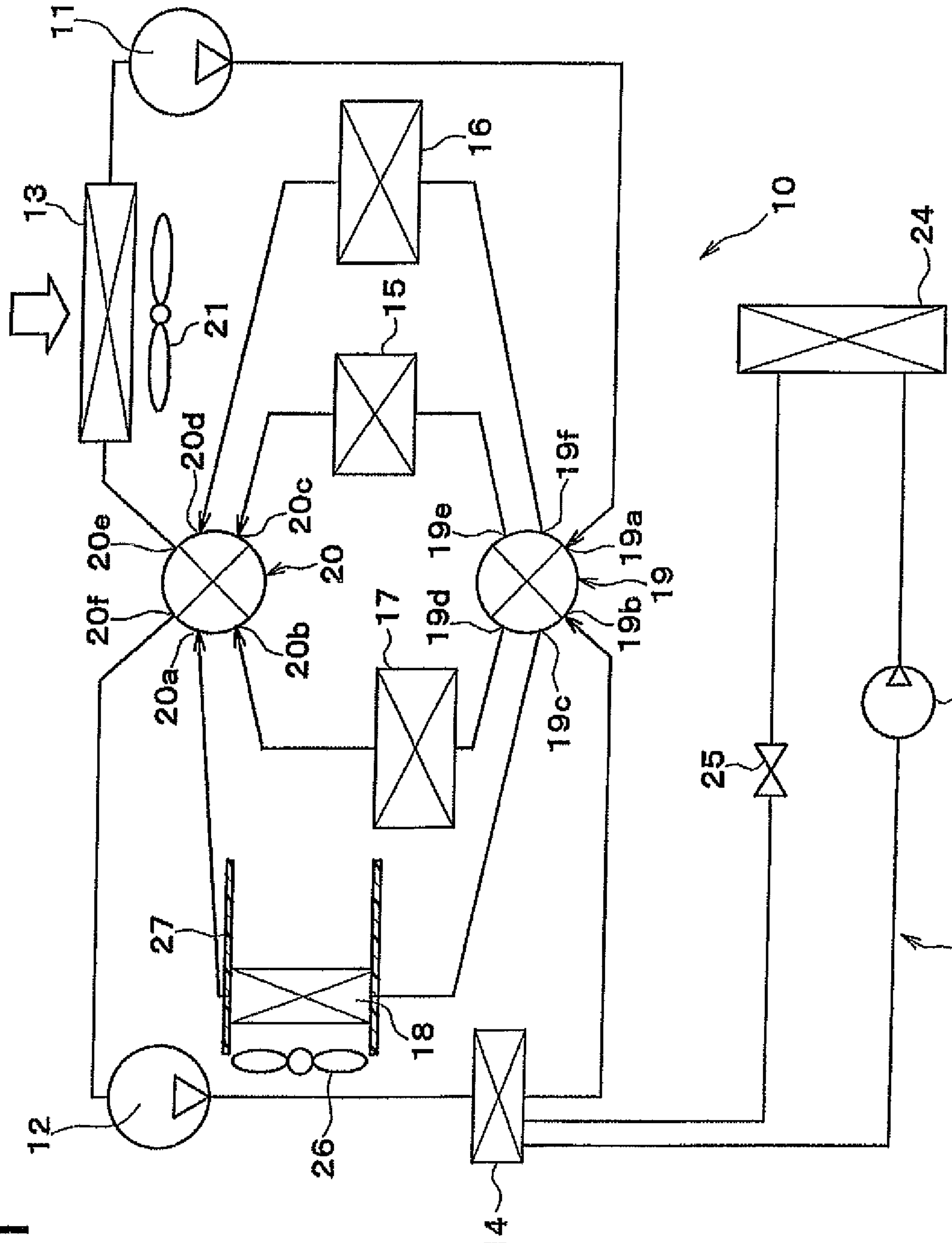
Office Action dated Aug. 18, 2015 issued in the corresponding JP Application No. 2013-004966 with English Translation.

* cited by examiner



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16
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21
15
10
24
20d
20c
20e
20
20f
20b
20a
17
19f
19e
19a
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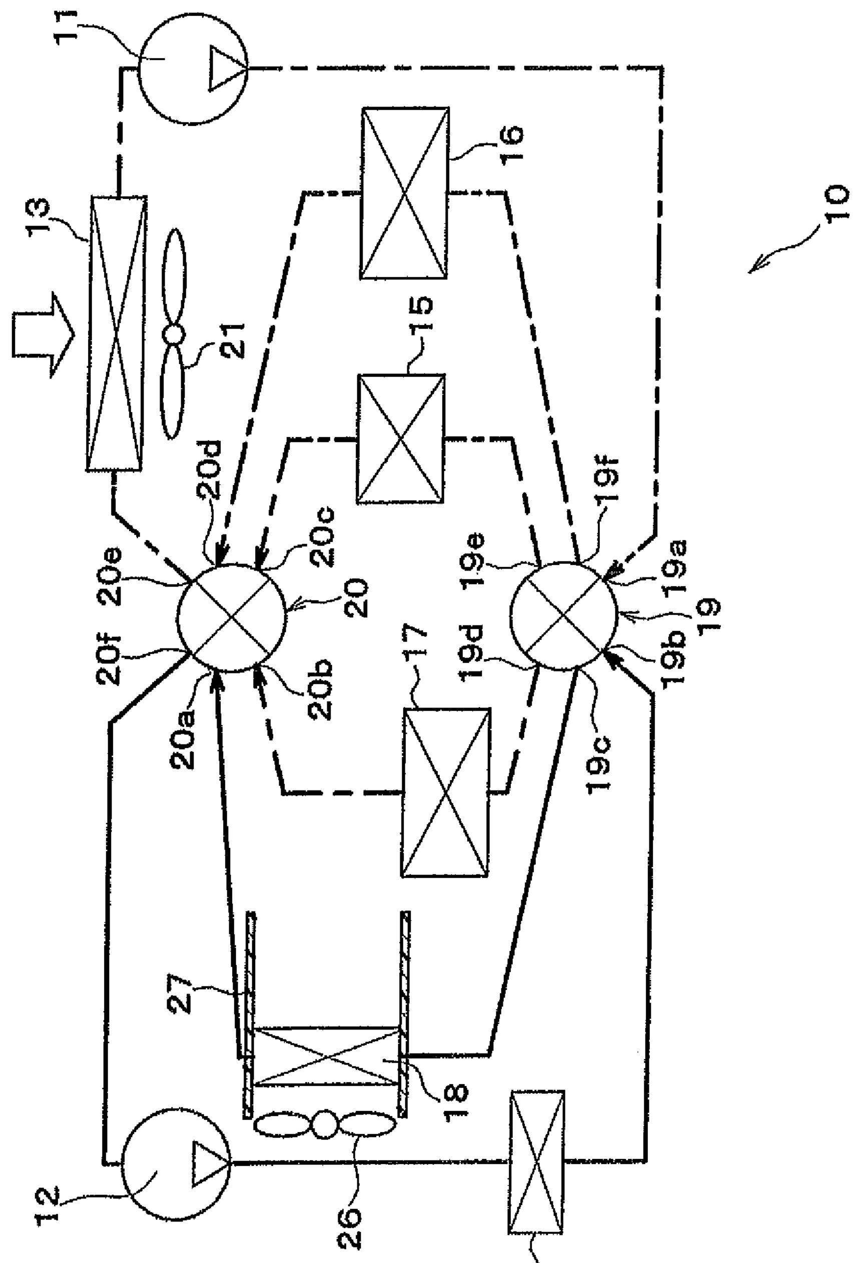
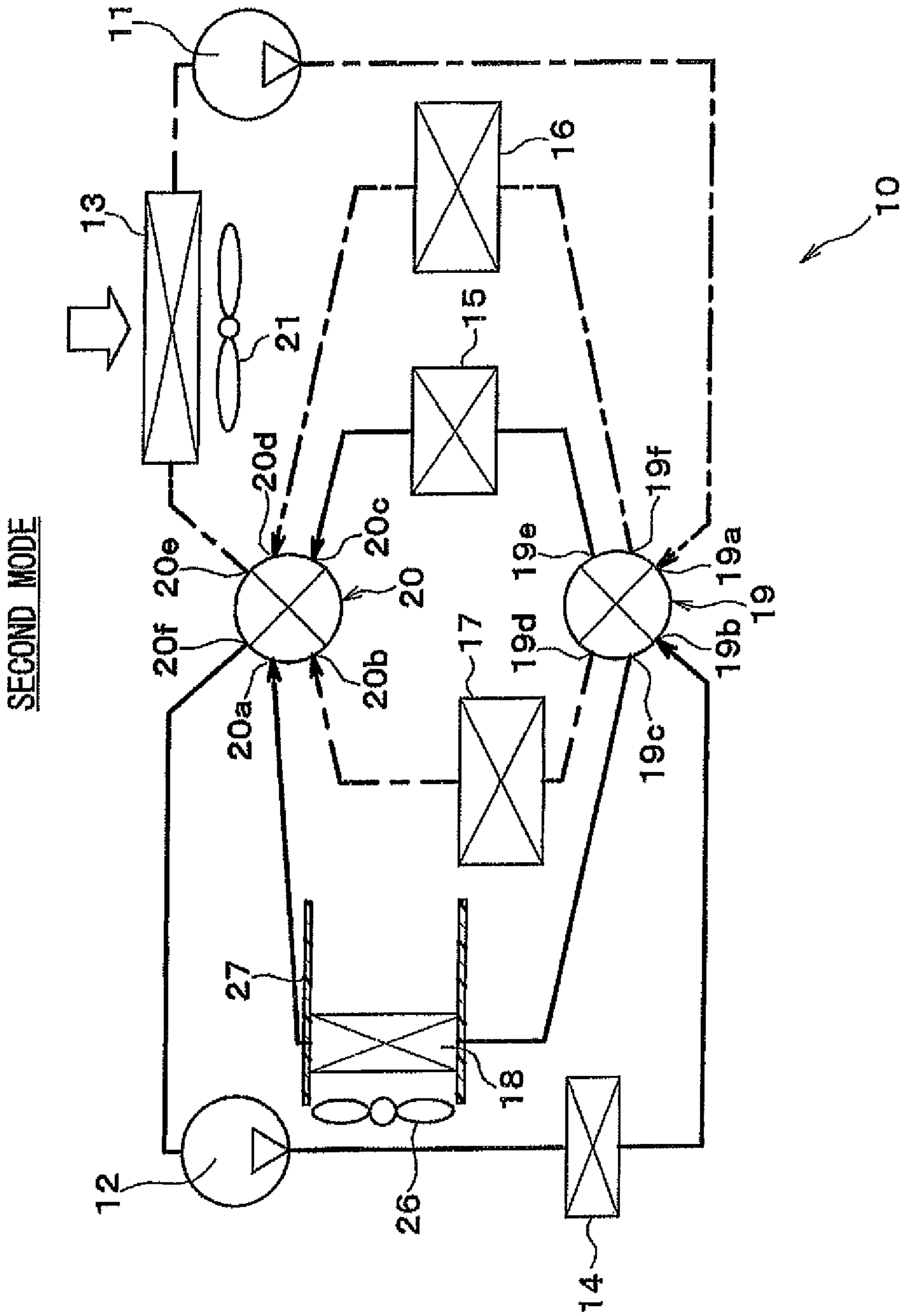
19d
19b
19c
23
25
27
18
22
12
26
14

FIG. 1

FIG. 2

FIRST MODE




SECOND MODE
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13
21
16
15
10
20d
20c
20e
20
20f
20b
20a
19f
19e
19a
19
19b
19d
19c
17
27
18
12
26
14

FIG. 3

FIG. 4

THIRD MODE

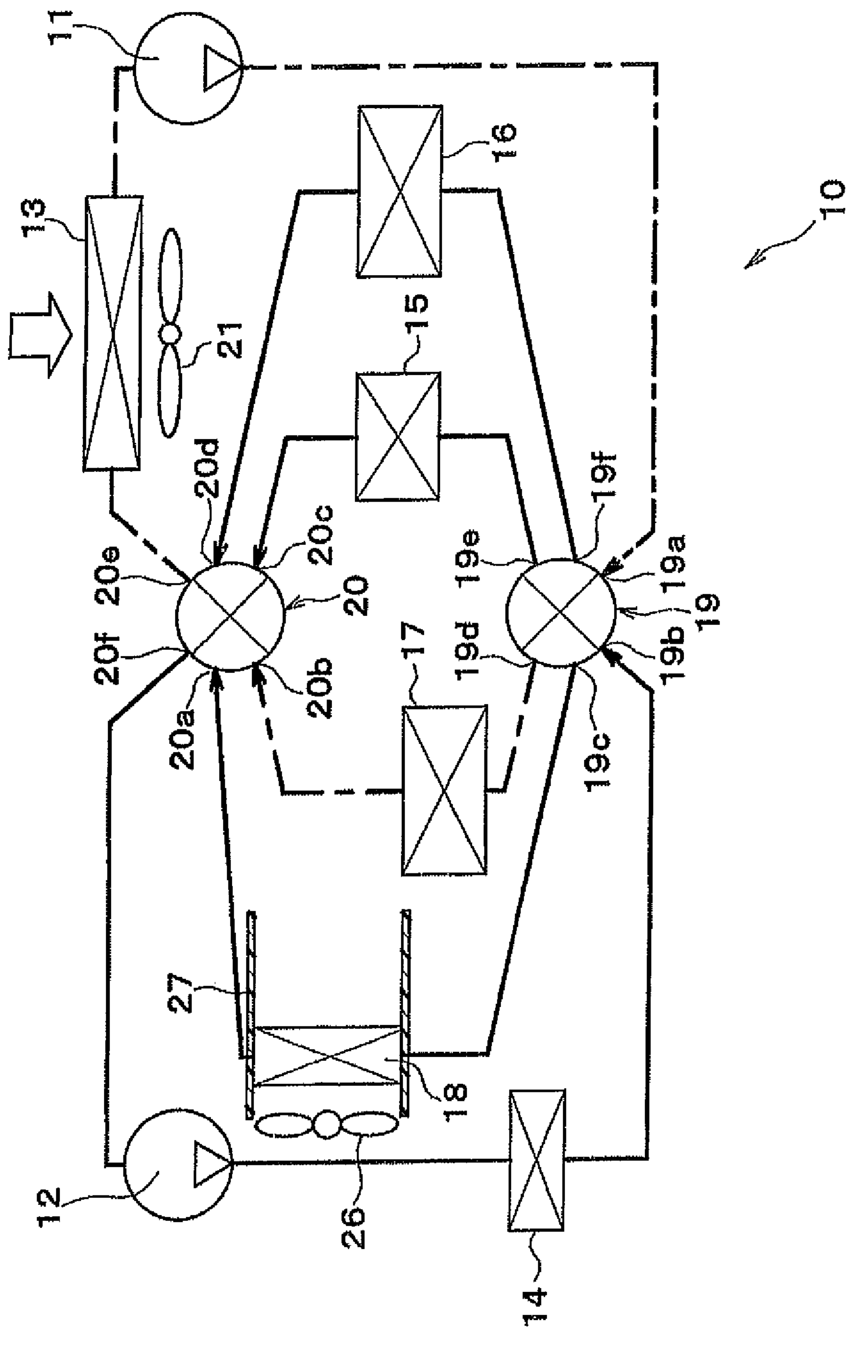


FIG. 5

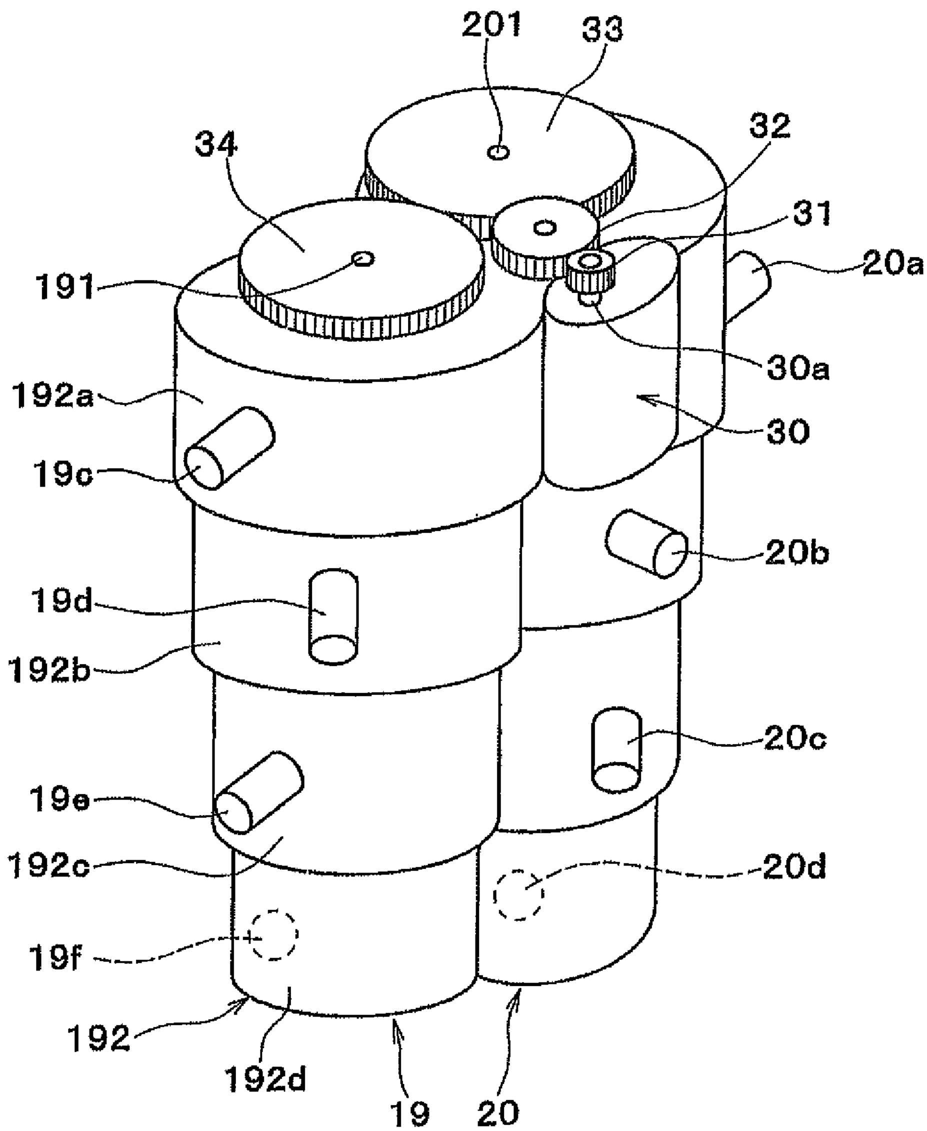

201
33
34
32
31
20a
191
30a
192a
30
19c
20b
19d
192b
20c
19e
192c
20d
19f
192
192d
19
20

FIG. 6

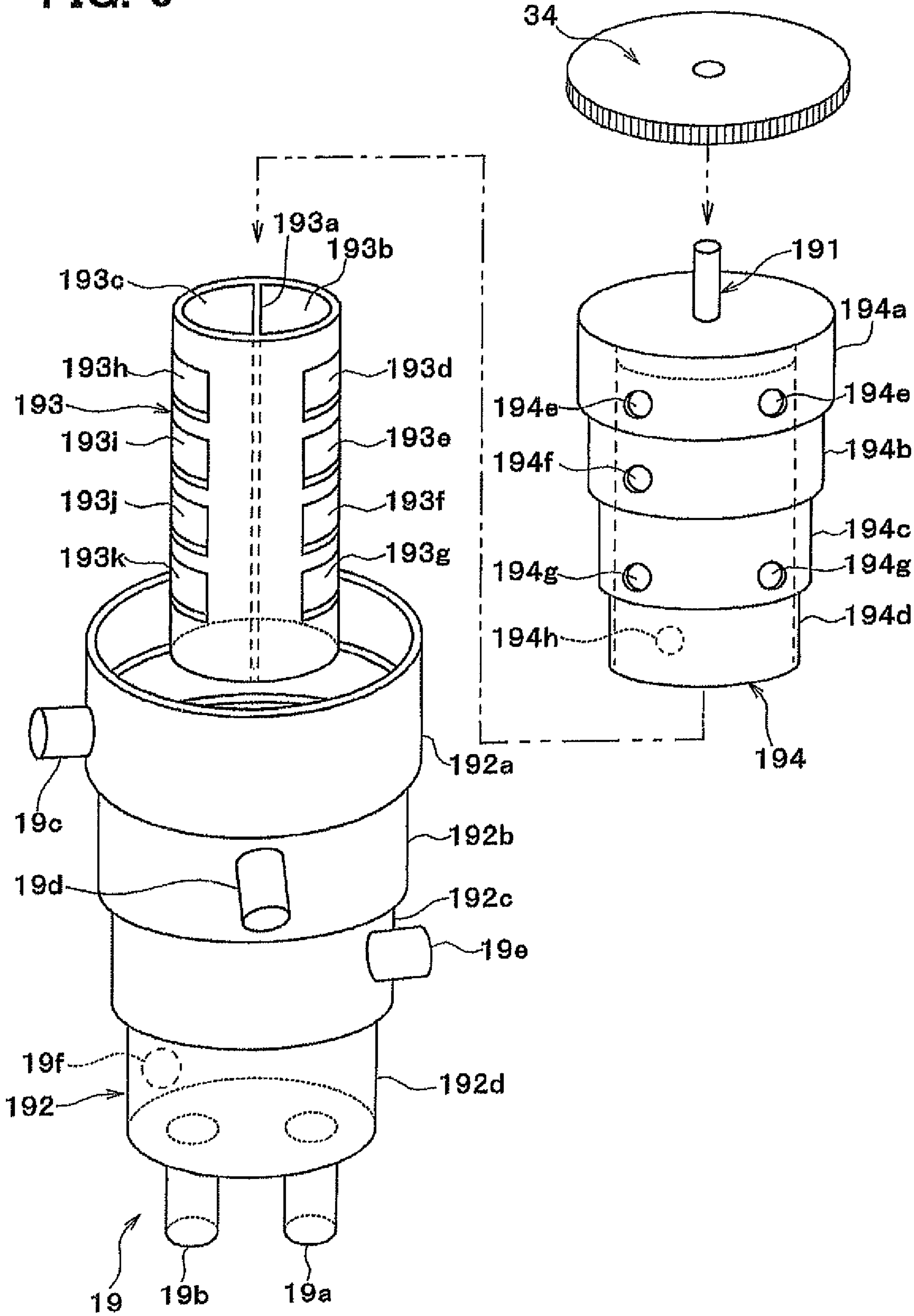
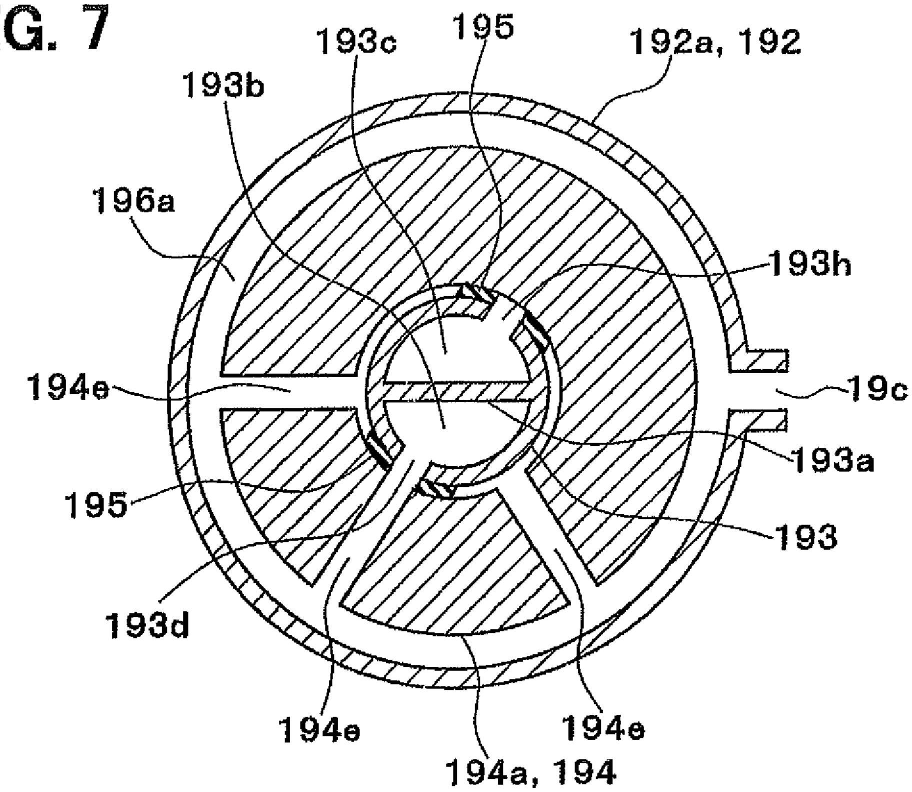
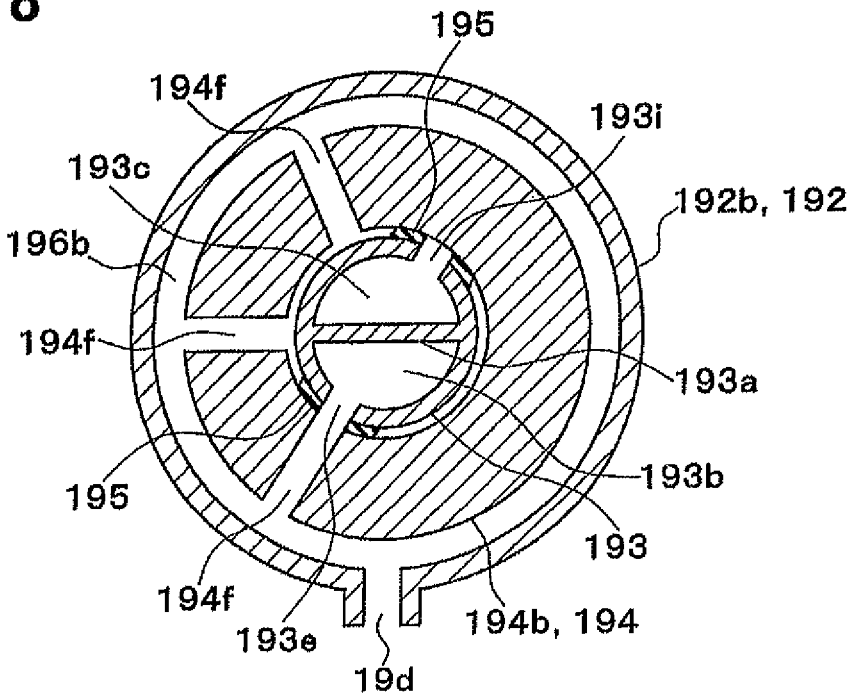

34
191
193a
193b
193c
193h
193d
193
193i
193e
193j
193f
193k
193g
194a
194e
194e
194b
194f
194c
194g
194g
194d
194h
194
192a
19c
192b
19d
192c
19e
19f
192
192d
19
19b
19a

FIG. 7



195
193c
192a, 192
193b
196a
193h
194e
19c
193a
195
193
193d
194e
194e
194a, 194

FIG. 8



195
194f
193i
193c
192b, 192
196b
194f
193a
195
193b
193
194f
194b, 194
193e
19d

FIG. 9

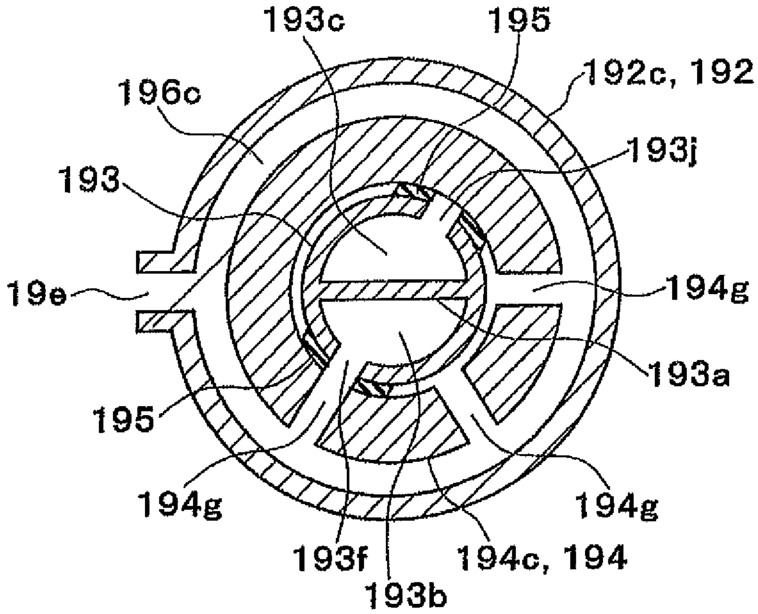

193c
195
192c, 192
196c
193j
193
19e
194g
193a
195
194g
194g
193f
194c, 194
193b

FIG. 10

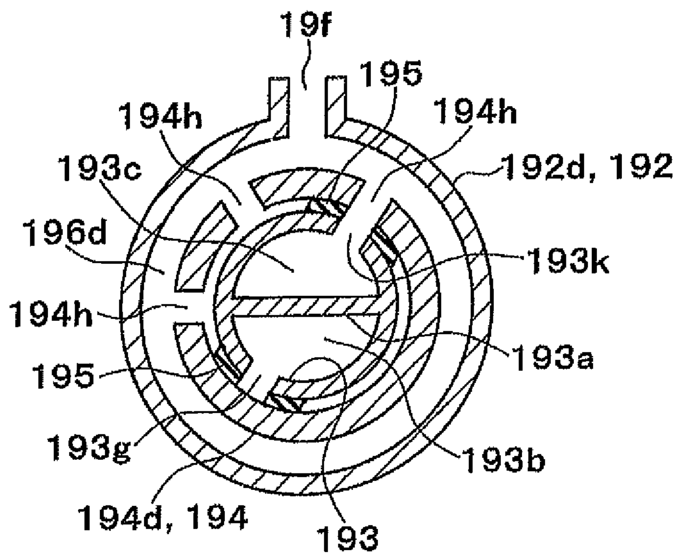

19f
195
194h
194h
192d, 192
193c
196d
193k
194h
193a
195
193g
193b
194d, 194
193

FIG. 11

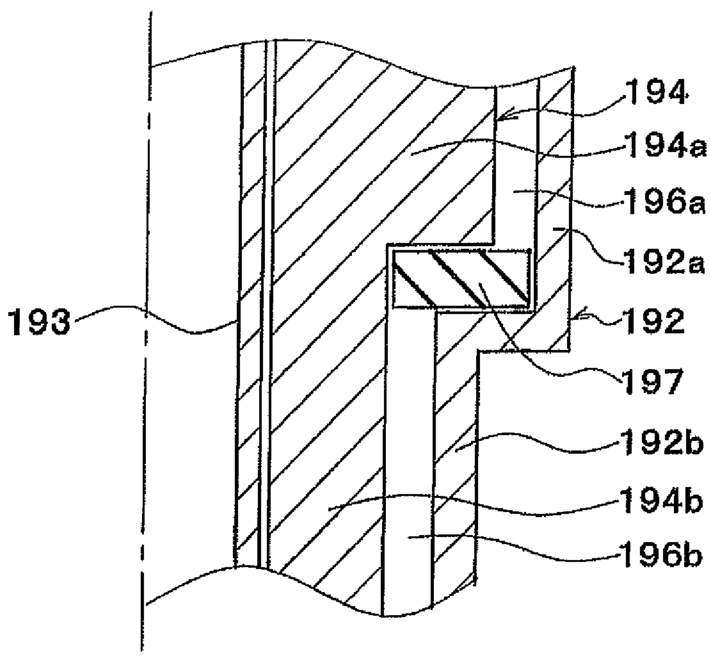


FIG. 12

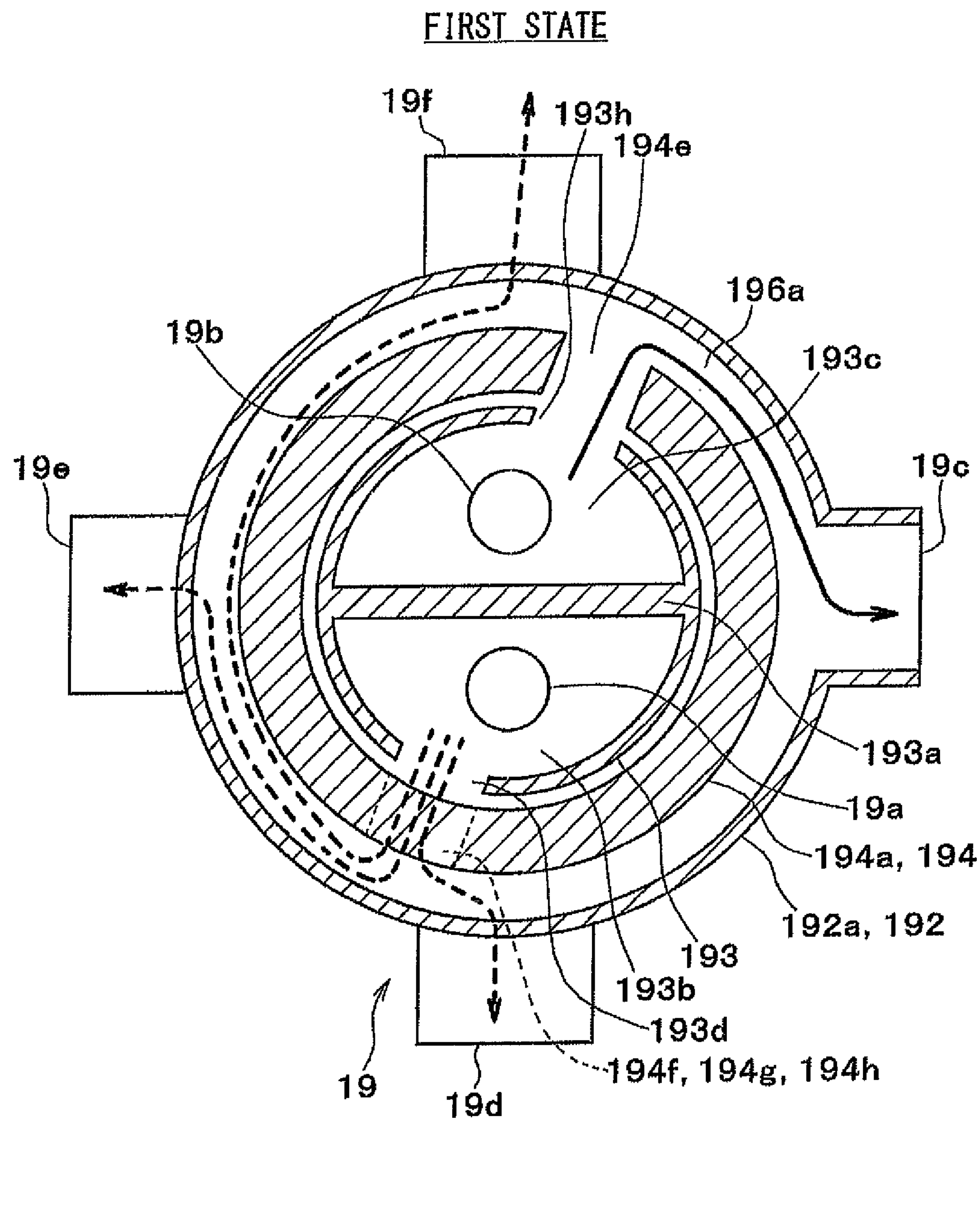

FIRST STATE
19f
193h
194e
196a
19b
193c
19e
19c
193a
19a
194a, 194
192a, 192
193
193b
193d
194f, 194g, 194h
19
19d

FIG. 13

SECOND STATE

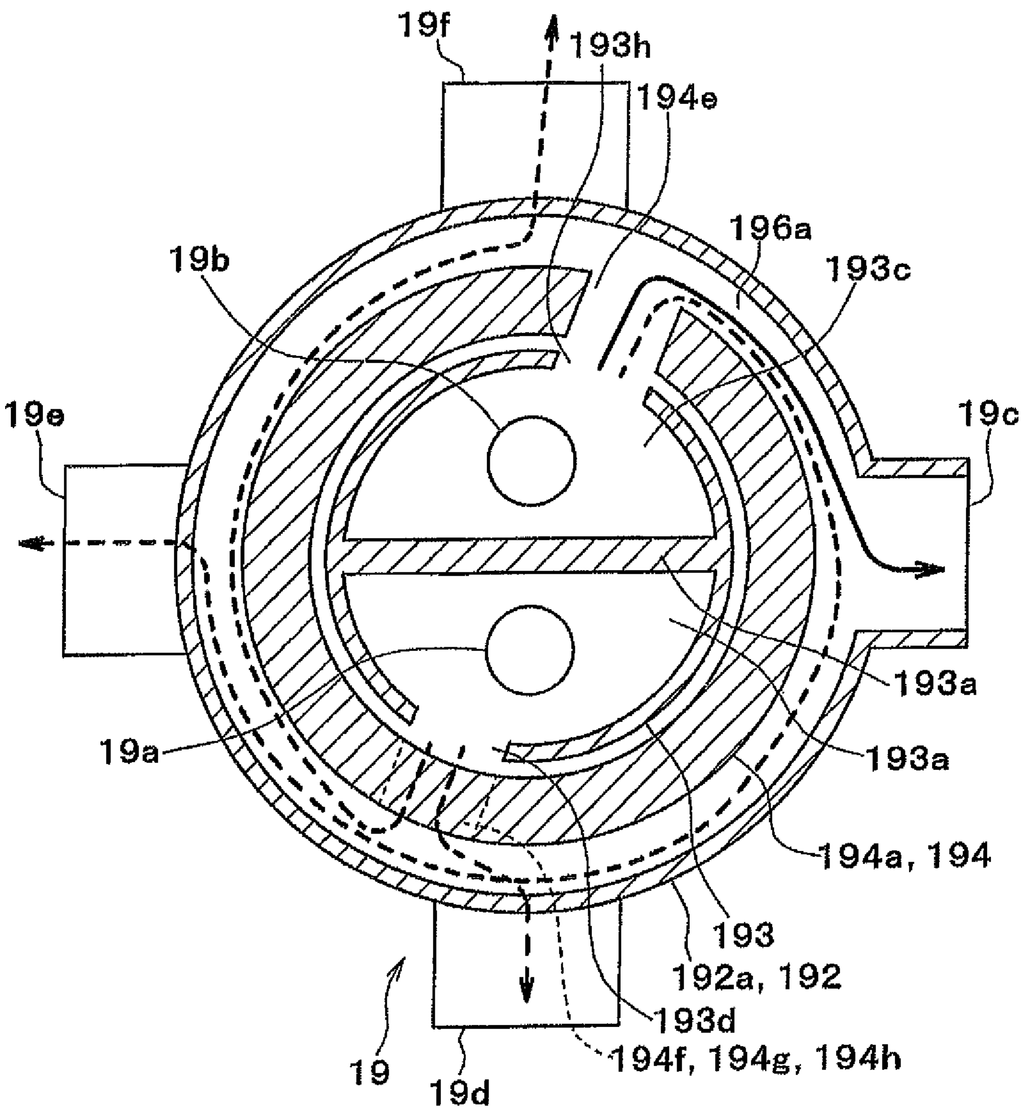


FIG. 14

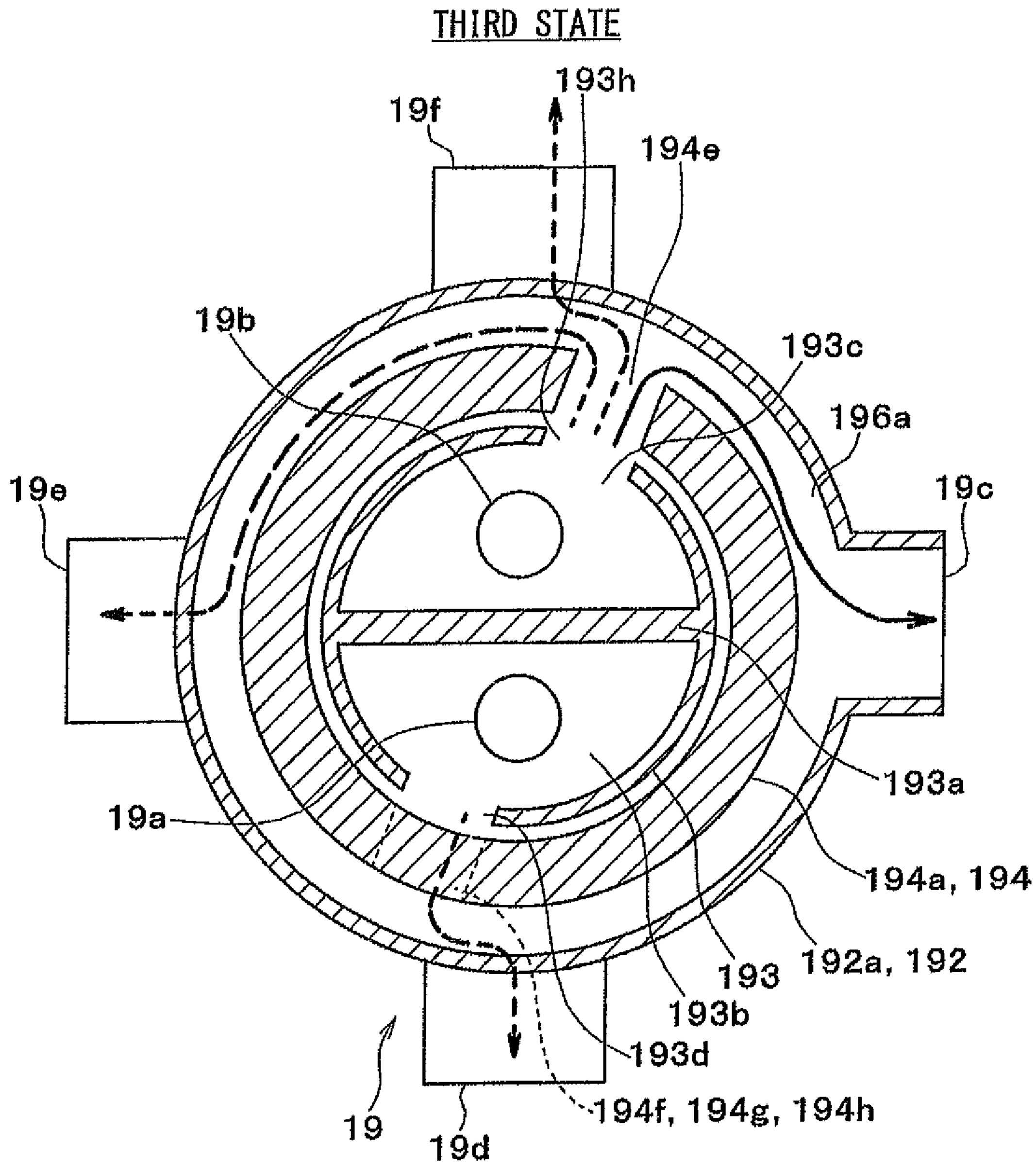
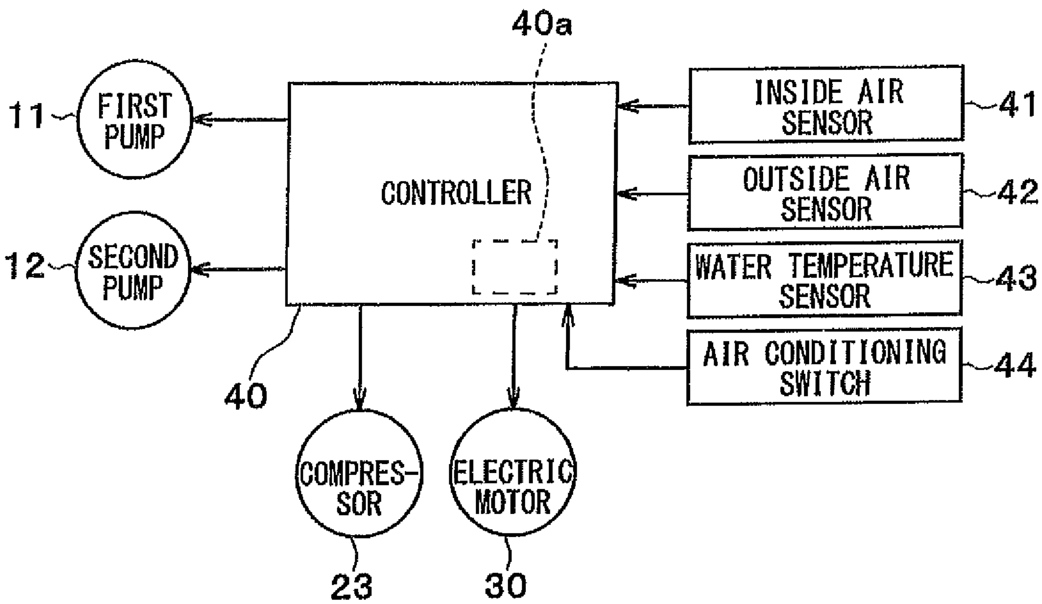

THIRD STATE
193h
19f
194e
19b
193c
196a
19e
19c
193a
19a
194a, 194
193
192a, 192
193b
193d
194f, 194g, 194h
19
19d

FIG. 15


40a
11
FIRST PUMP
12
SECOND PUMP
CONTROLLER
40
INSIDE AIR SENSOR
41
OUTSIDE AIR SENSOR
42
WATER TEMPERATURE SENSOR
43
AIR CONDITIONING SWITCH
44
COMPRES-SOR
23
ELECTRIC MOTOR
30

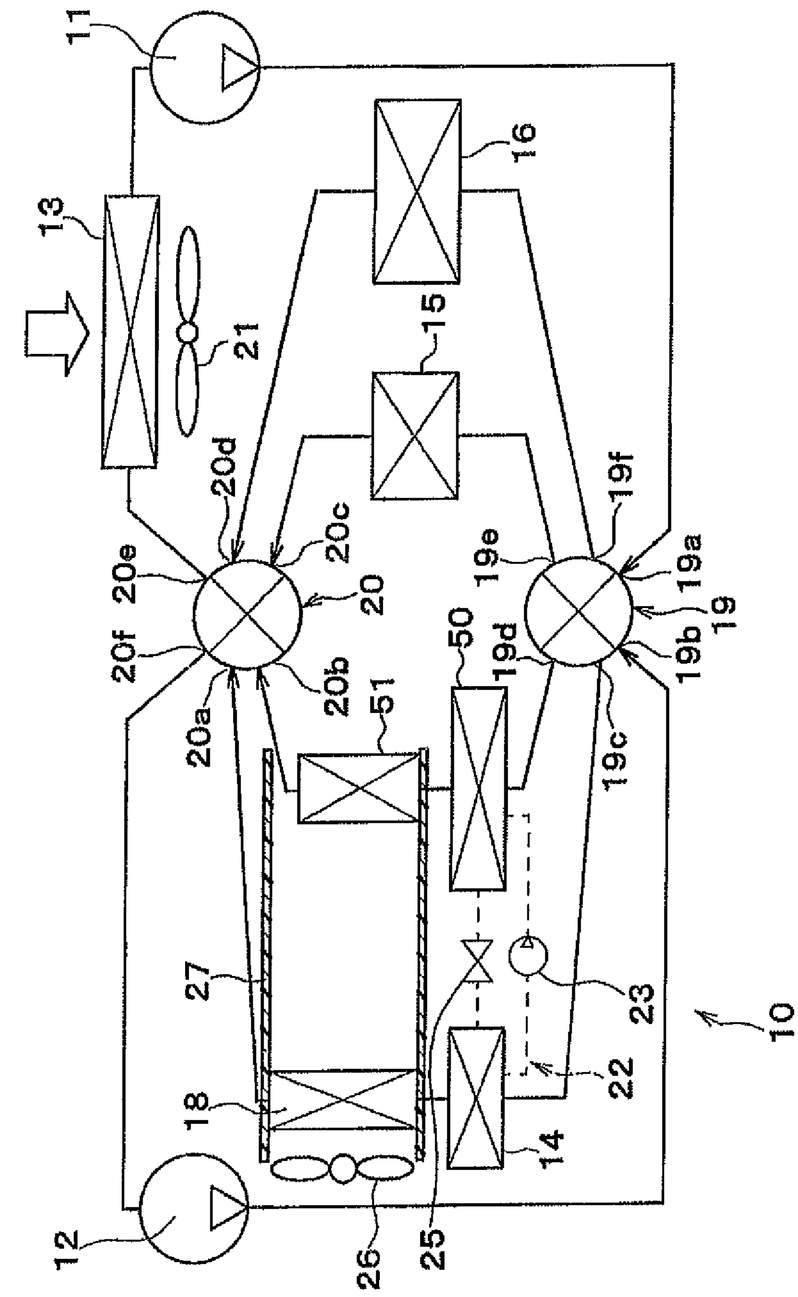

11
16
13
15
21
20d
20c
20e
20
20f
20b
20a
51
50
19f
19e
19a
19
19b
19d
19c
27
18
23
22
10
14
12
26
25

FIG. 16

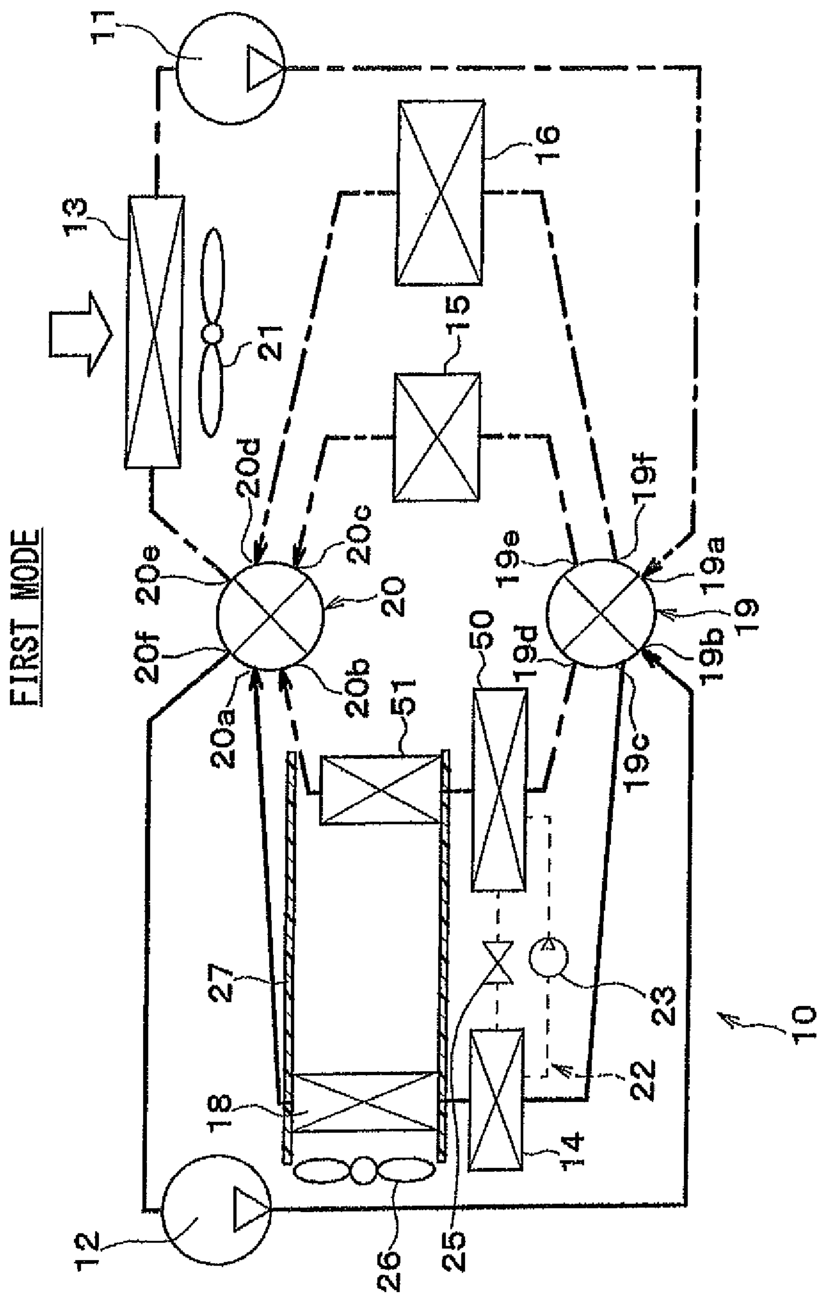

FIRST MODE
11
12
13
14
15
16
18
19
19a
19b
19c
19d
19e
19f
20
20a
20b
20c
20d
20e
20f
21
22
23
25
26
27
50
51
10

FIG. 17

FIG. 18

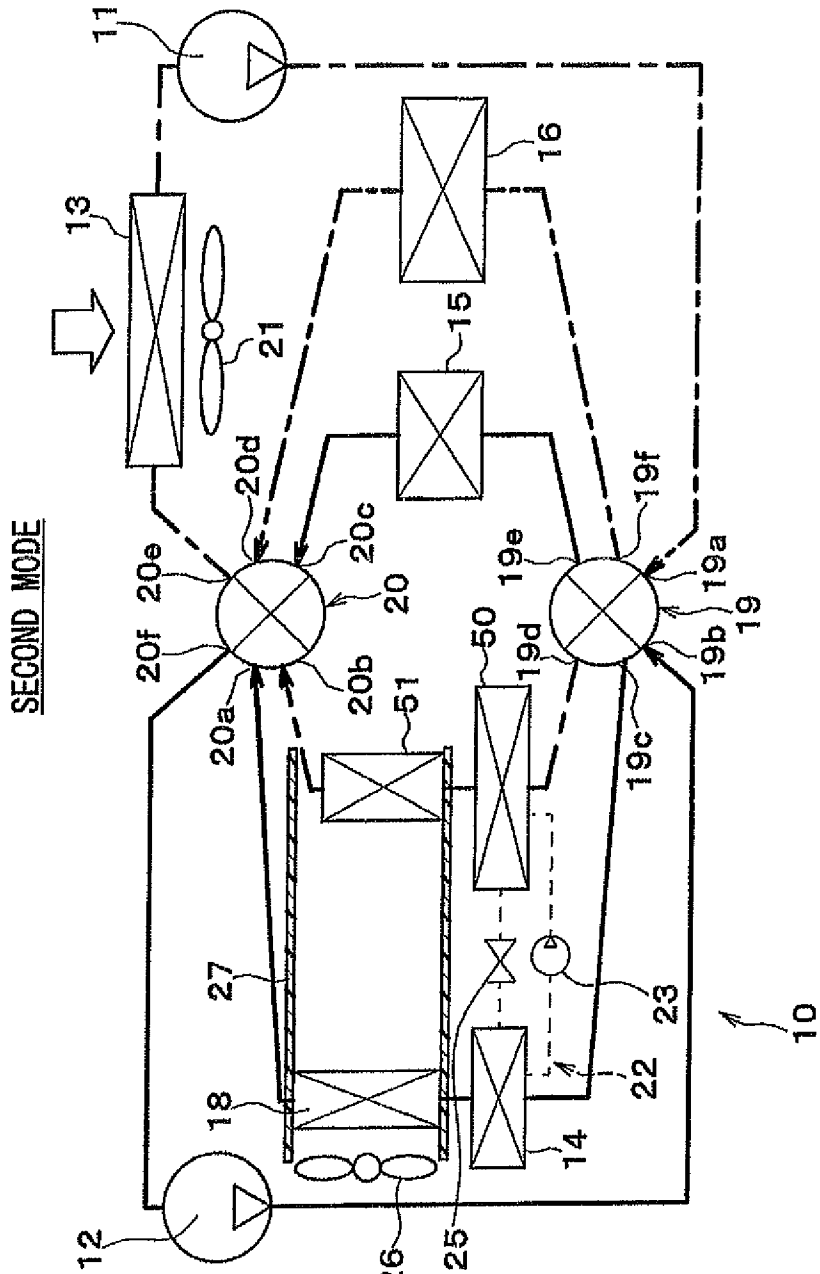
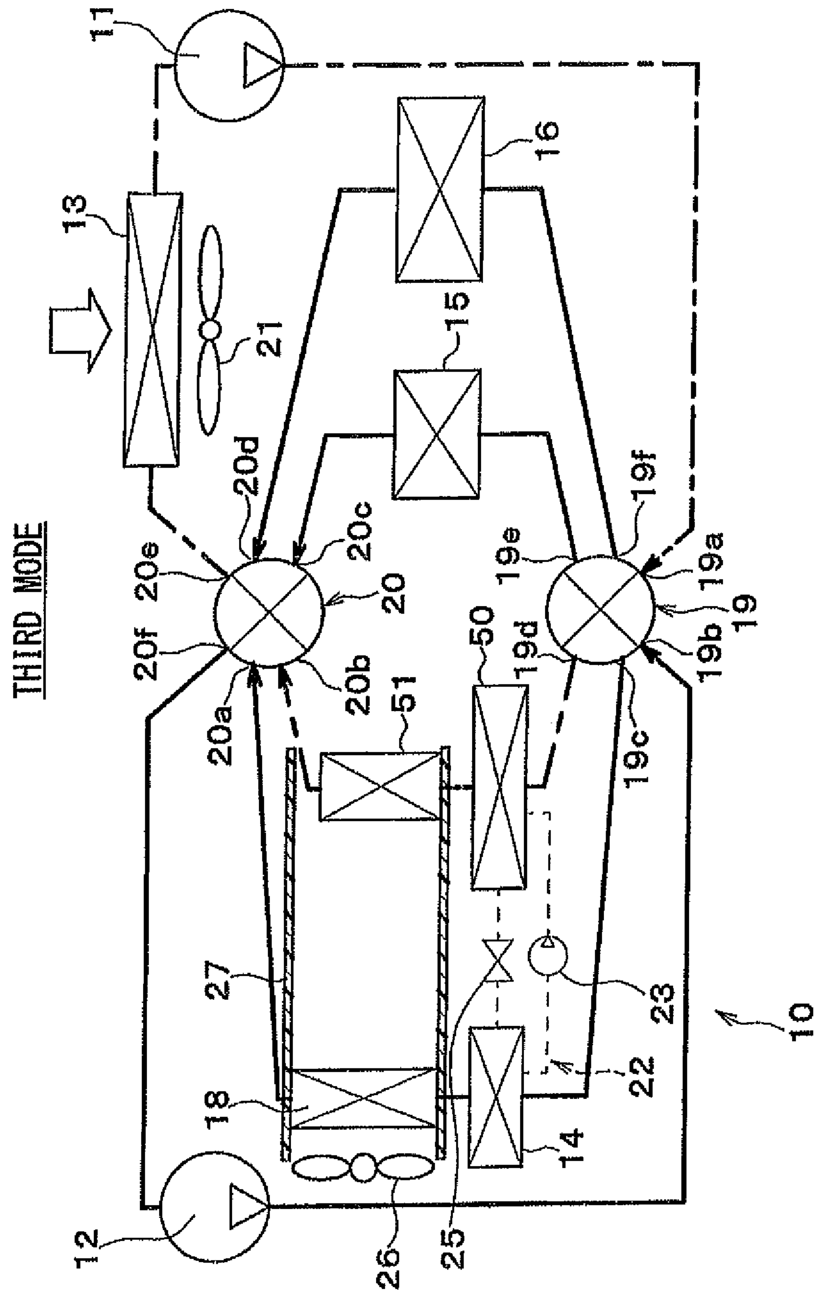

SECOND MODE
11
13
16
21
15
20d
20c
20e
20
20f
20b
20a
51
50
19d
19e
19f
19a
19
19b
19c
27
18
26
12
25
14
22
23
10

FIG. 19


THIRD MODE
10
11
12
13
14
15
16
18
19
19a
19b
19c
19d
19e
19f
20
20a
20b
20c
20d
20e
20f
21
22
23
25
26
27
50
51

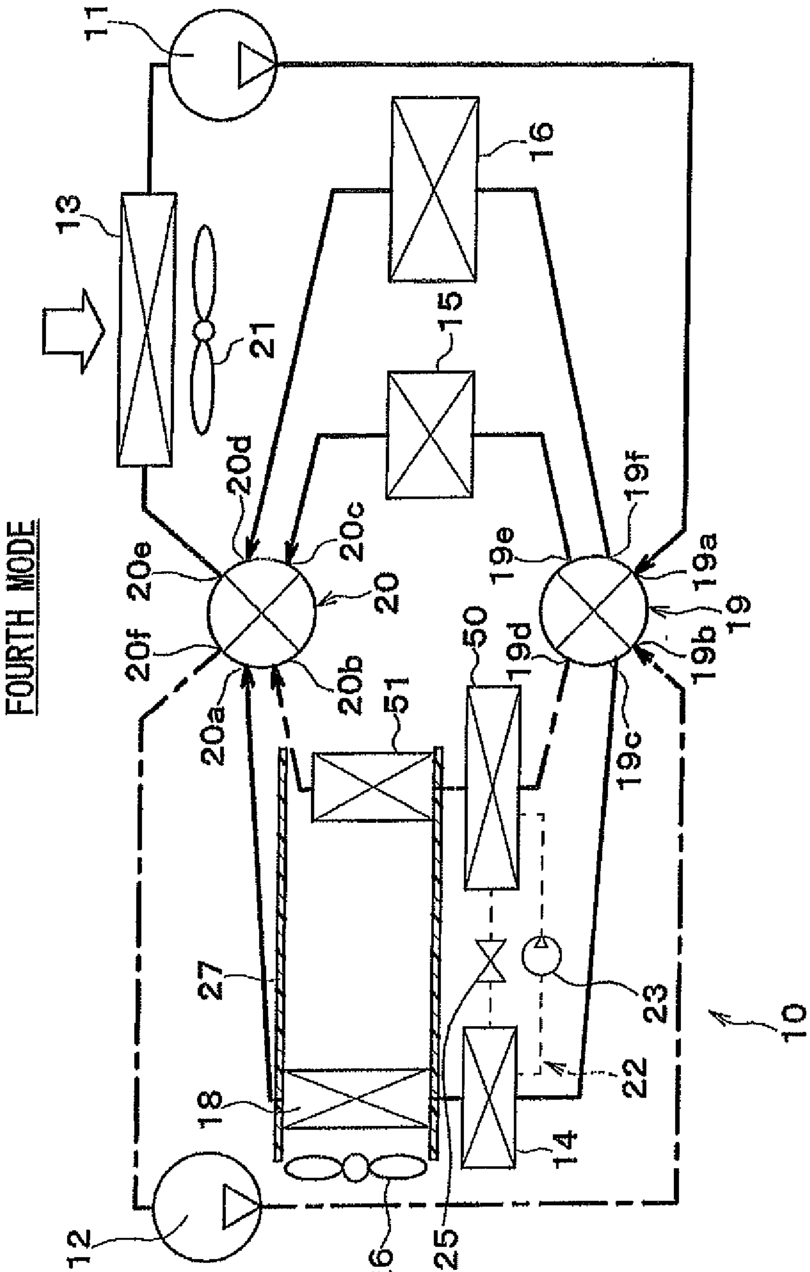

FOURTH MODE
11
13
21
16
15
20d
20c
20e
20
20f
20b
20a
51
50
19d
19e
19f
19a
19
19b
19c
23
22
10
27
18
14
12
26
25

FIG. 20

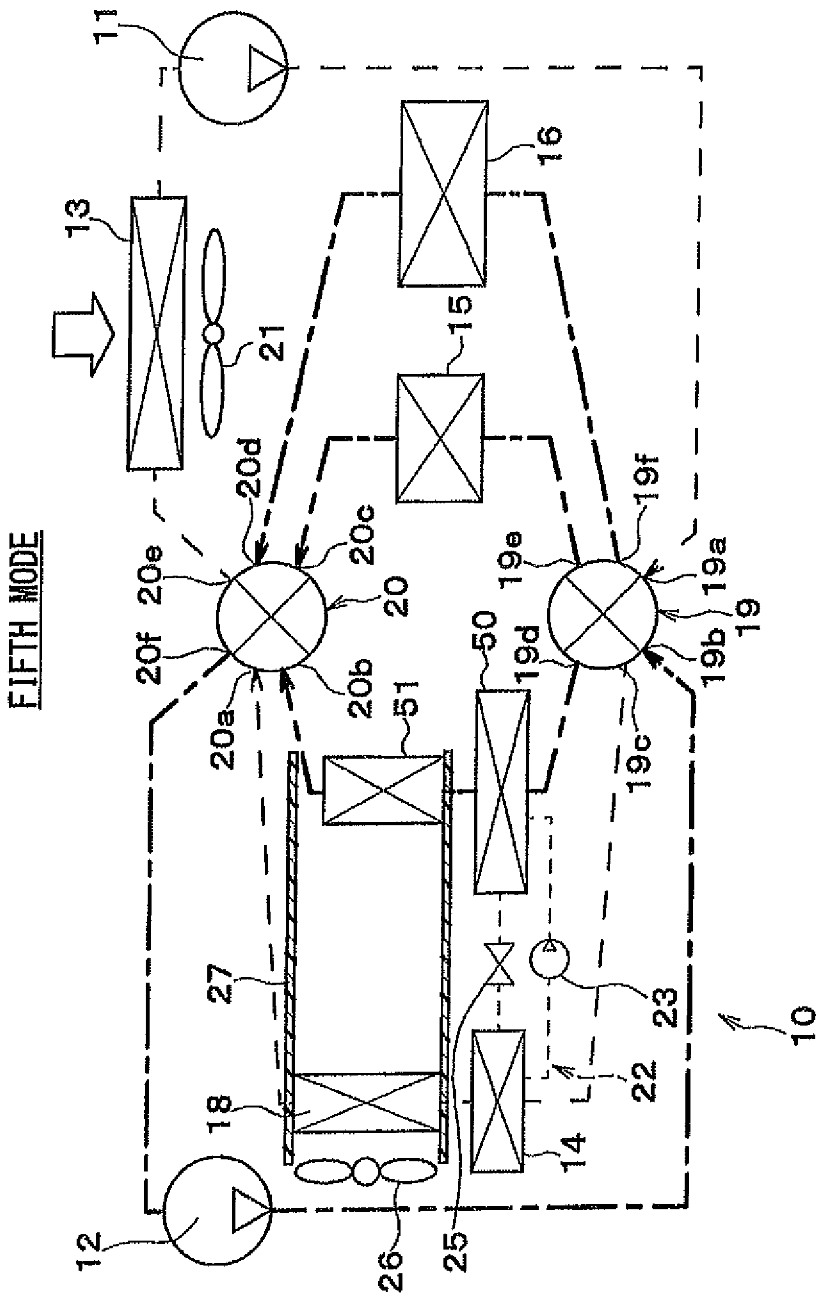

FIFTH MODE
11
13
21
16
15
20d
20c
20e
20
20f
20b
20a
51
50
19e
19f
19a
19
19b
19d
19c
27
18
12
26
25
14
22
23
10

FIG. 21

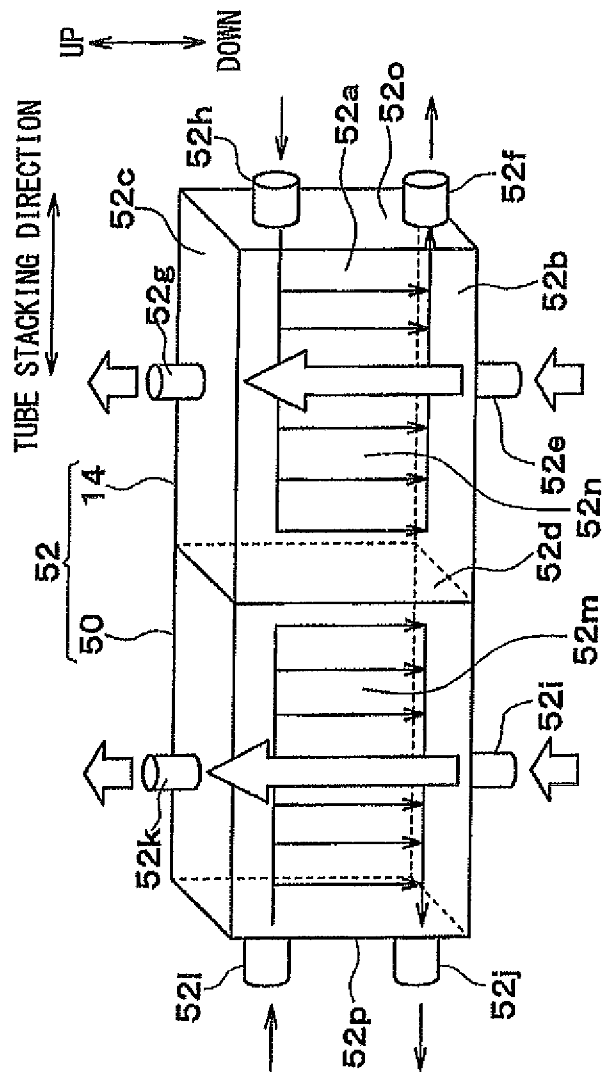

UP
DOWN
TUBE STACKING DIRECTION
52h
52a
52o
52f
52c
52b
52g
52e
52n
52d
14
52
50
52m
52i
52k
52l
52p
52j

FIG. 22

FIG. 23

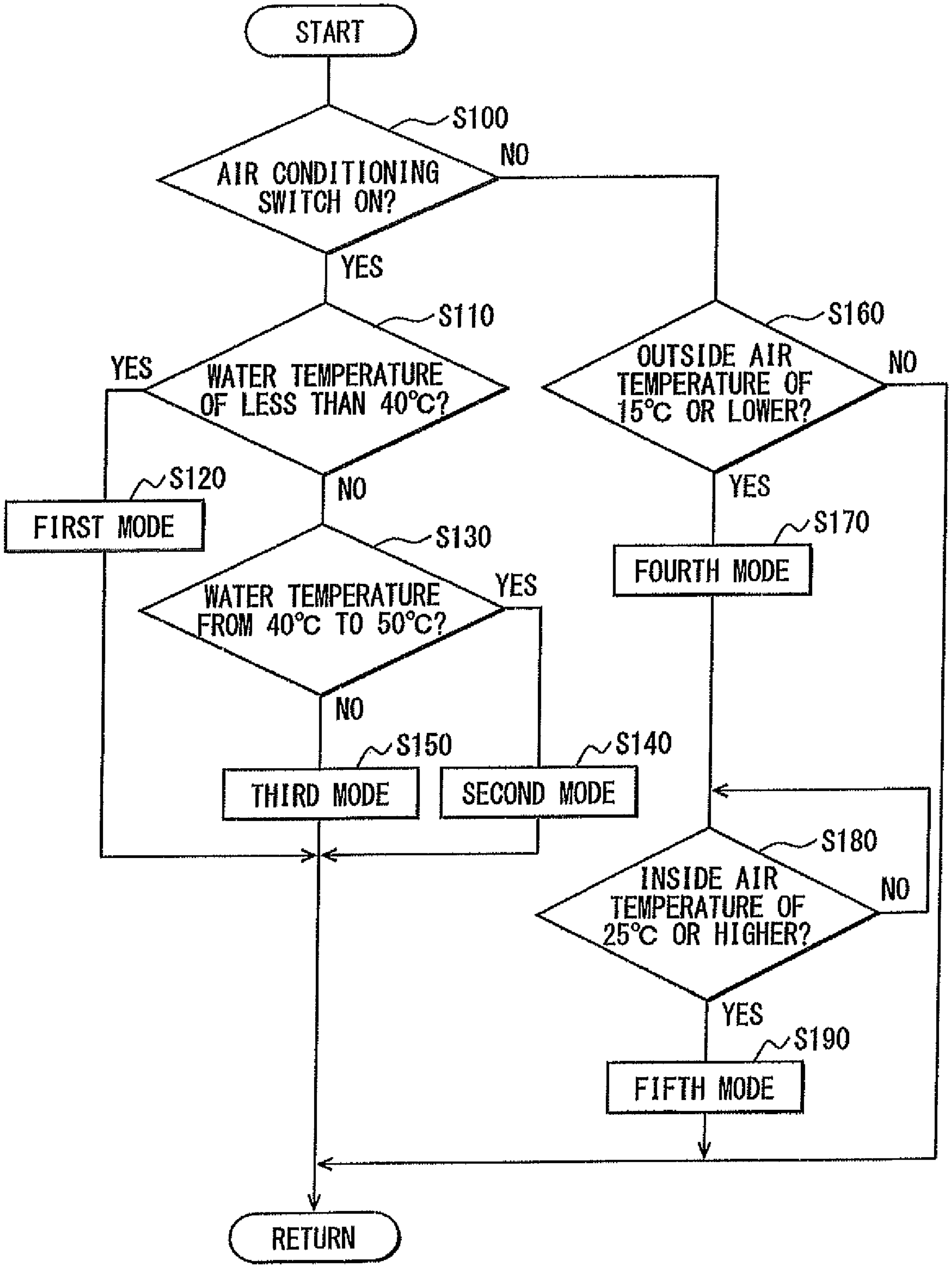

START
S100
AIR CONDITIONING SWITCH ON?
NO
YES
S110
WATER TEMPERATURE OF LESS THAN 40°C?
YES
NO
S120
FIRST MODE
S130
WATER TEMPERATURE FROM 40°C TO 50°C?
YES
NO
S150
THIRD MODE
S140
SECOND MODE
S160
OUTSIDE AIR TEMPERATURE OF 15°C OR LOWER?
NO
YES
S170
FOURTH MODE
S180
INSIDE AIR TEMPERATURE OF 25°C OR HIGHER?
NO
YES
S190
FIFTH MODE
RETURN

FIG. 24

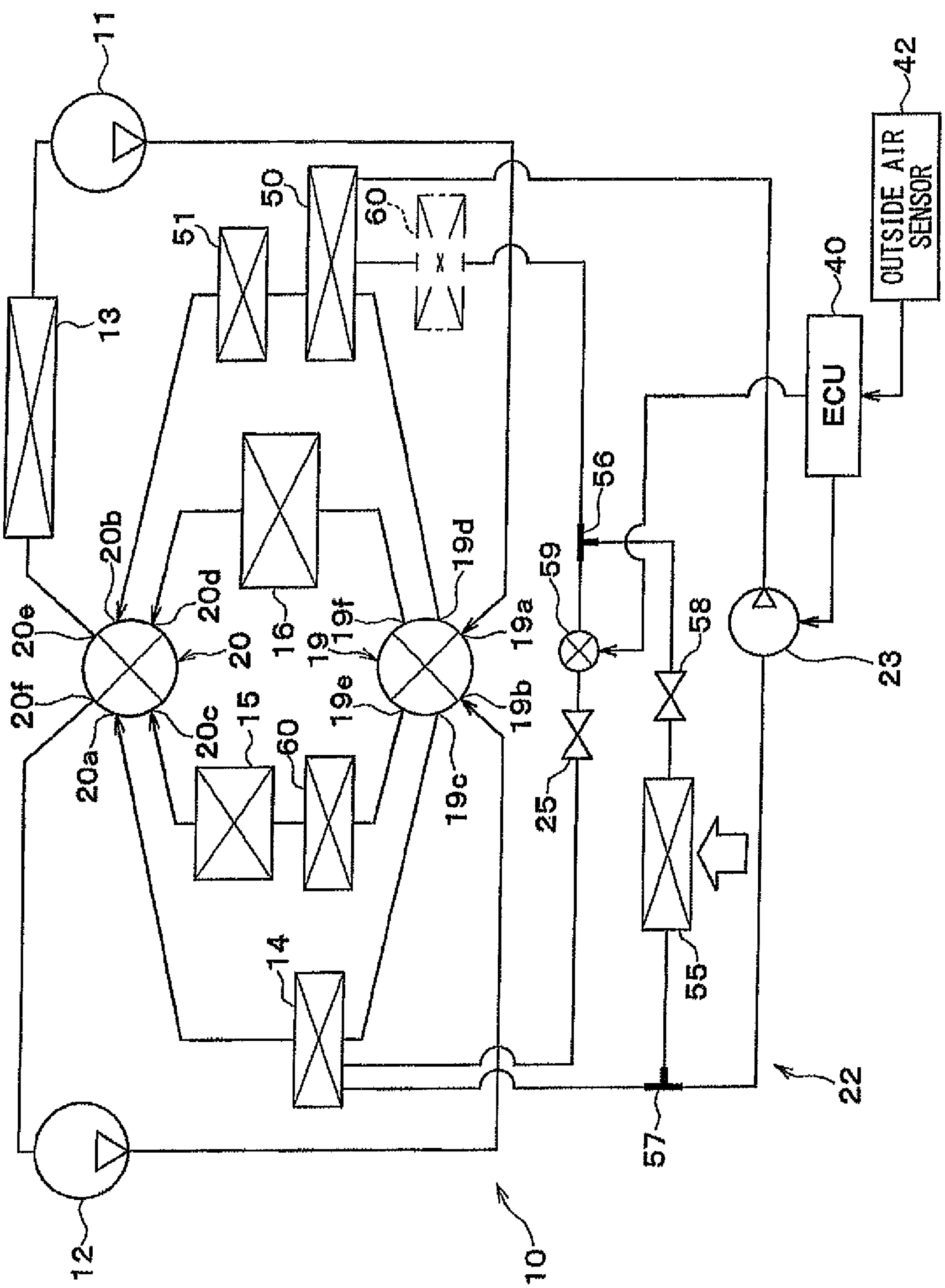

11
21
13
51
50
60
42
OUTSIDE AIR SENSOR
40
ECU
56
20b
20d
16
19d
59
19f
19a
19
58
20e
20
20f
20c
15
19e
19b
23
60
20a
19c
25
14
55
57
22
12
10

FIG. 25

FIRST MODE

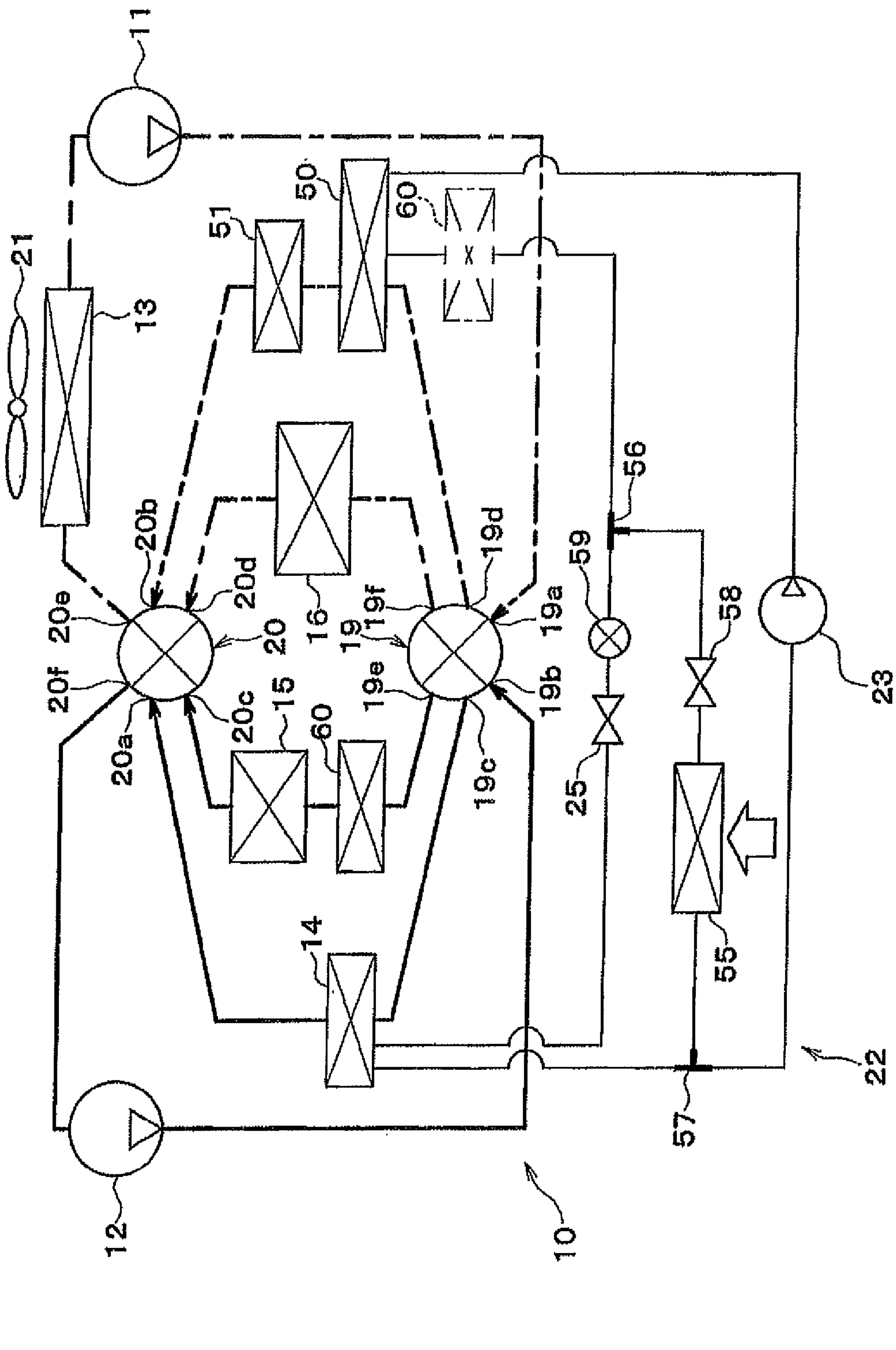
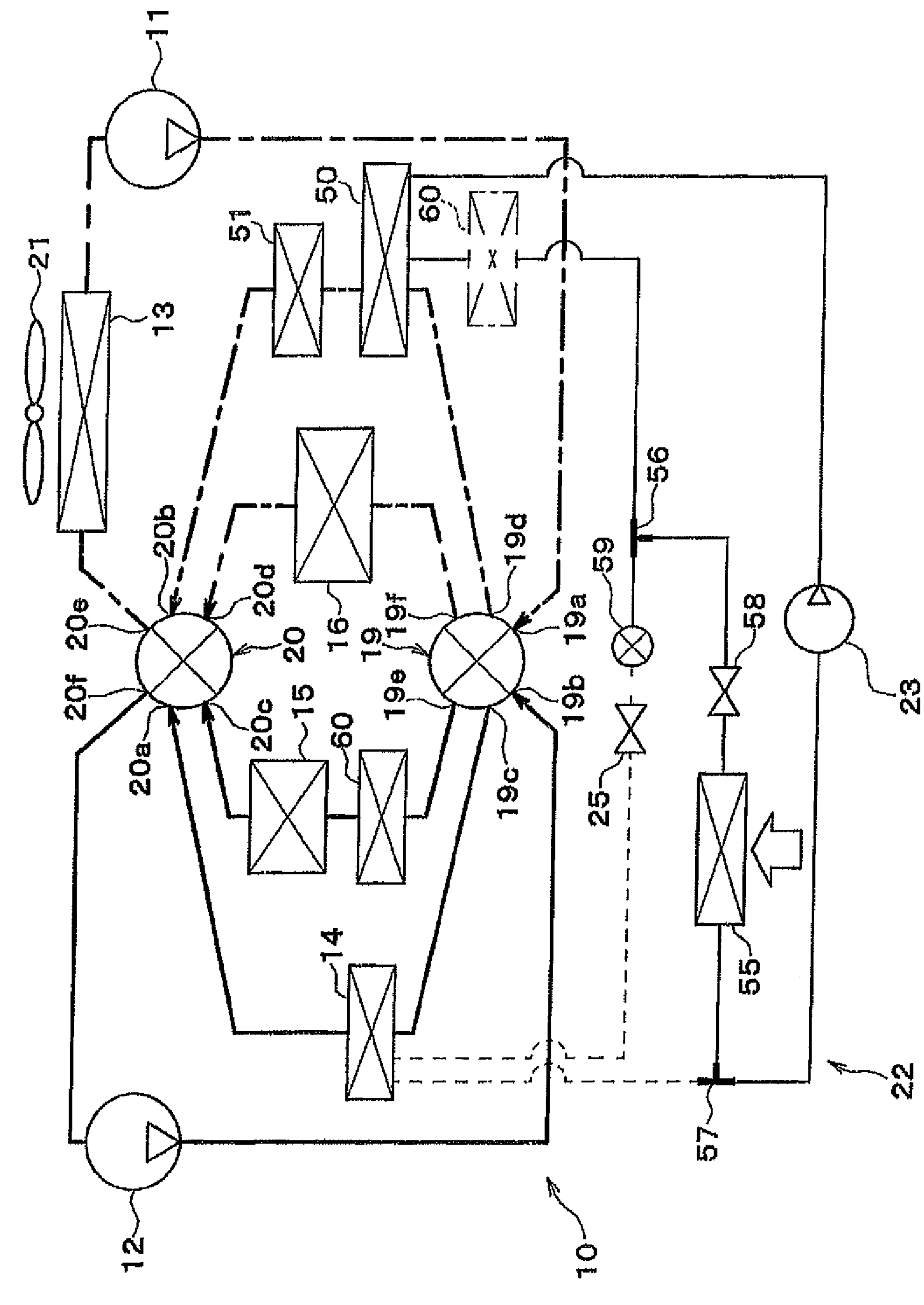


FIG. 26

SECOND MODE



THIRD MODE

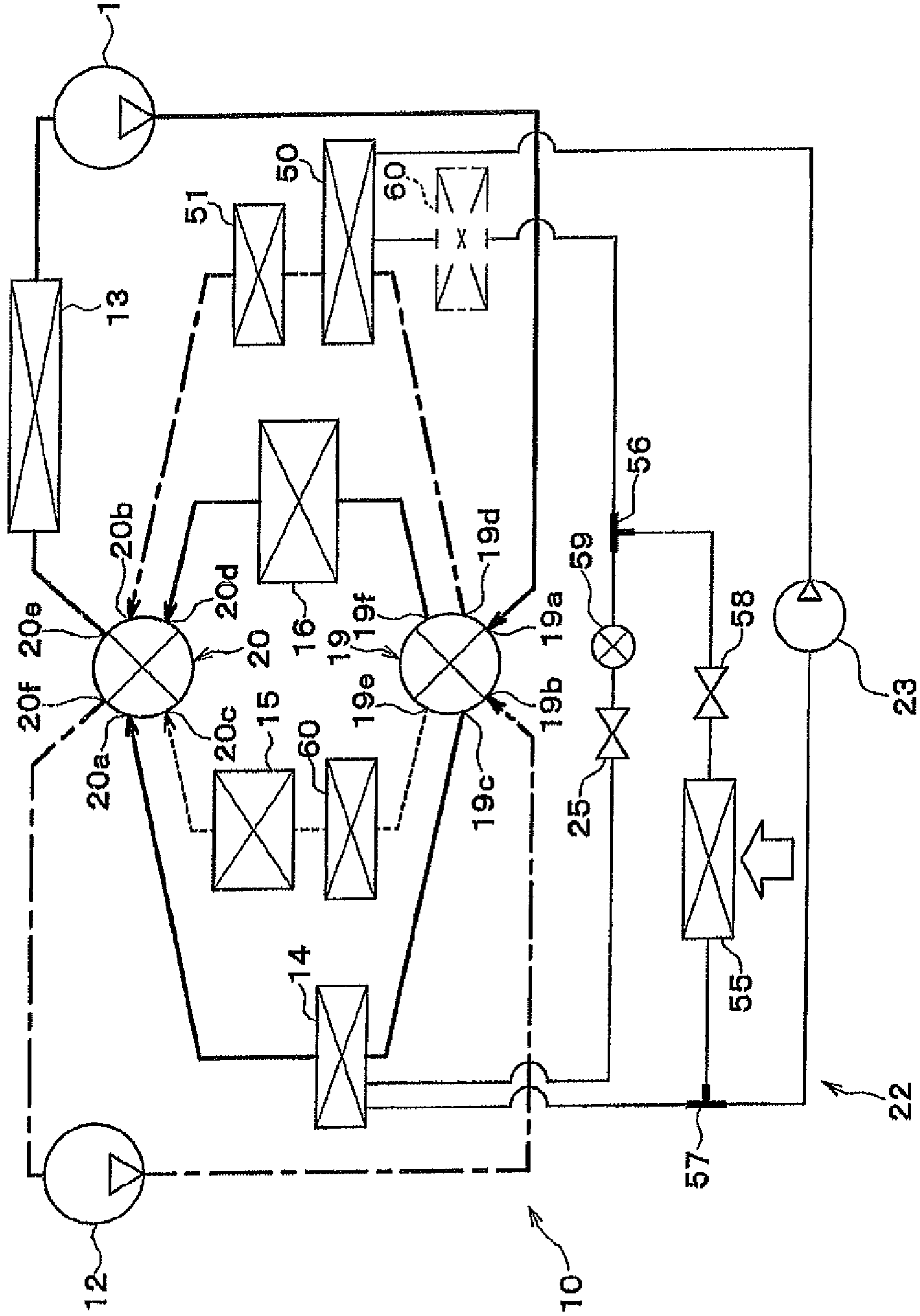


FIG. 27

FIG. 28

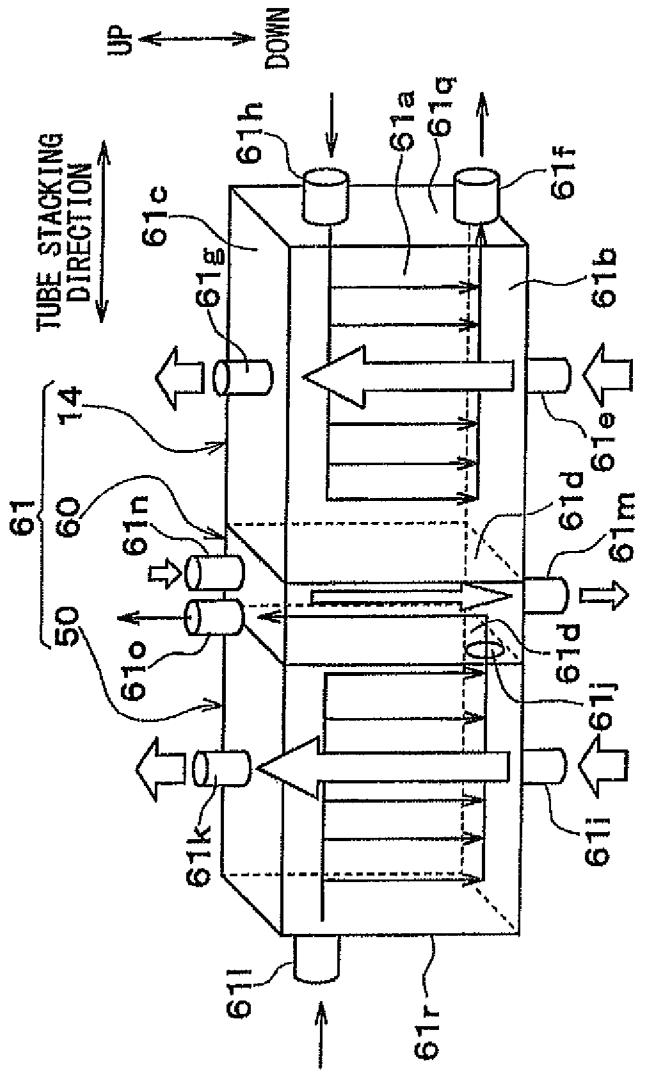
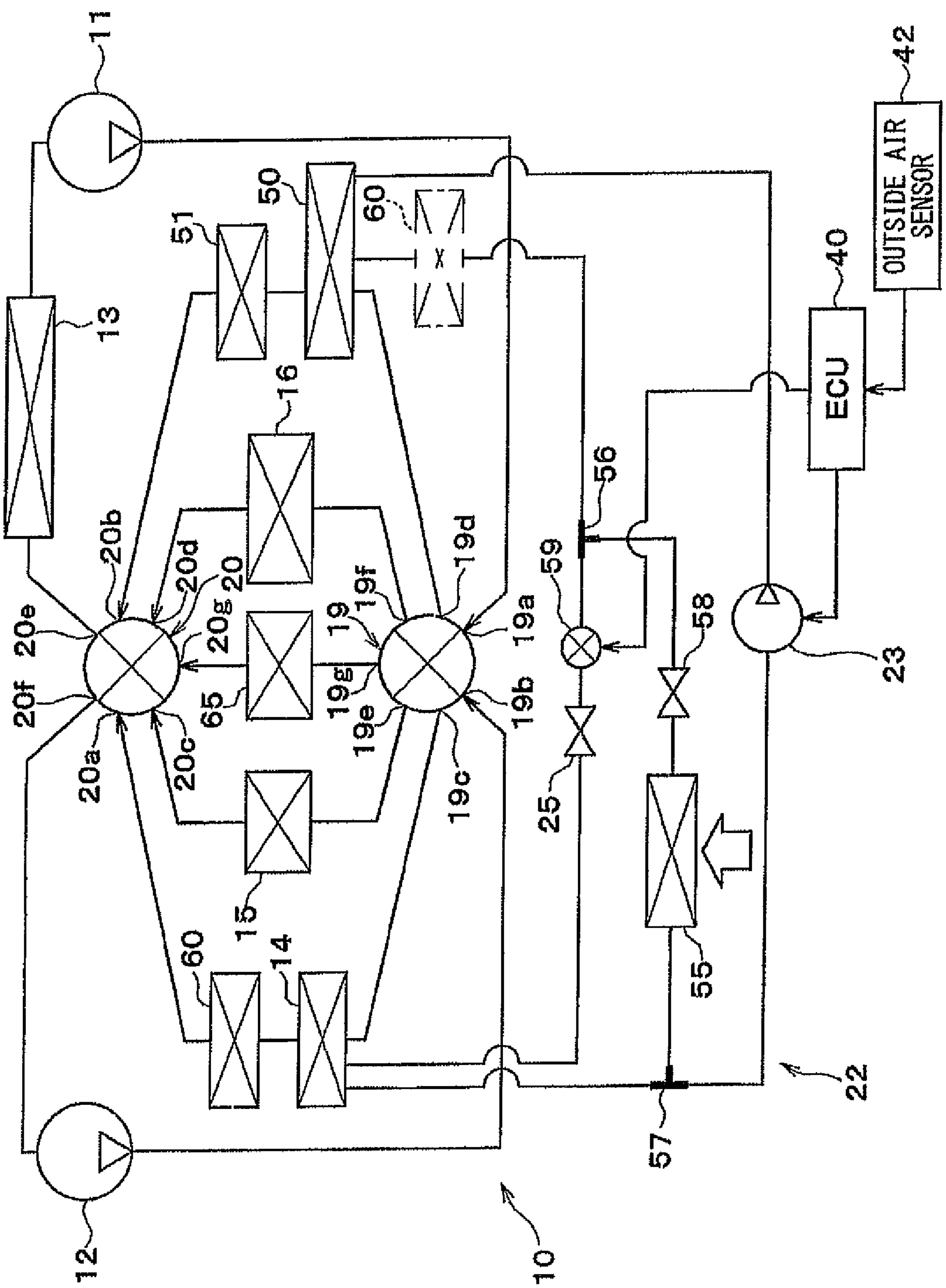

UP
DOWN
TUBE STACKING DIRECTION
61
14
60
50
61a
61b
61c
61d
61e
61f
61g
61h
61i
61j
61k
61l
61m
61n
61o
61q
61r

FIG. 29


11
12
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65
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20a
20b
20c
20d
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20f
20g
19
19a
19b
19c
19d
19e
19f
19g
59
56
58
25
55
57
22
23
40
ECU
42
OUTSIDE AIR
SENSOR

FIG. 30

FIRST MODE

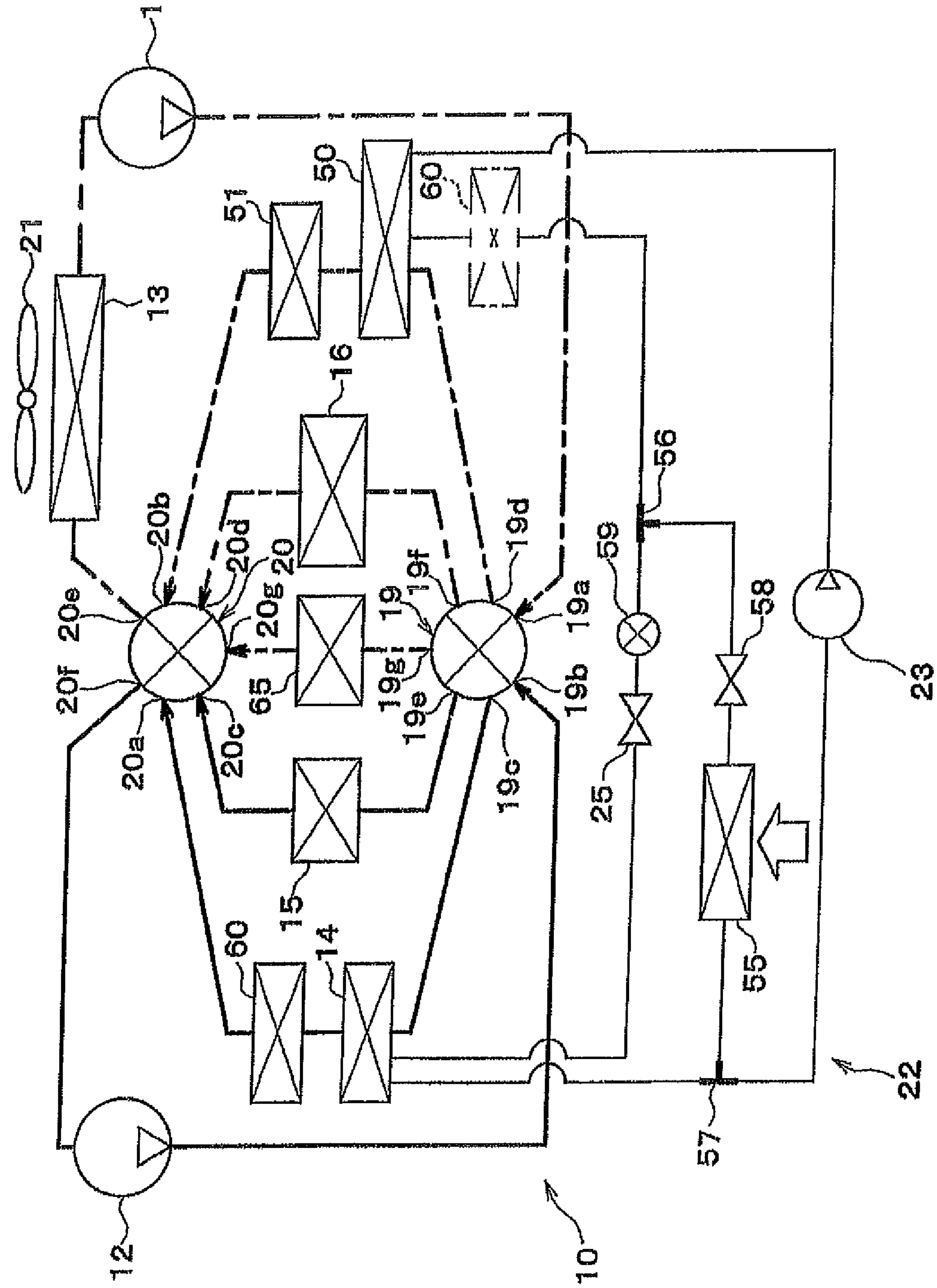


FIG. 31

SECOND MODE

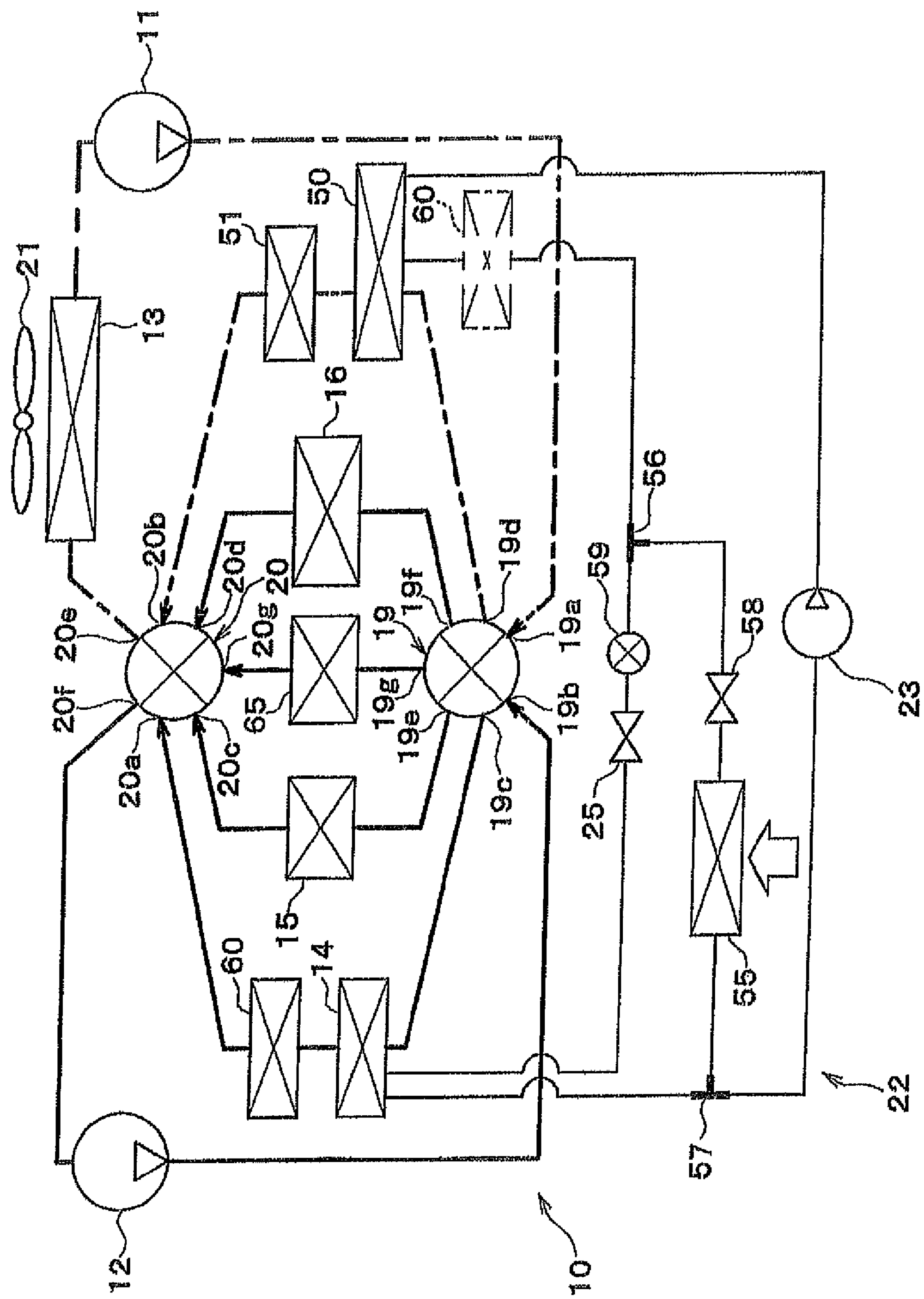


FIG. 32

THIRD MODE

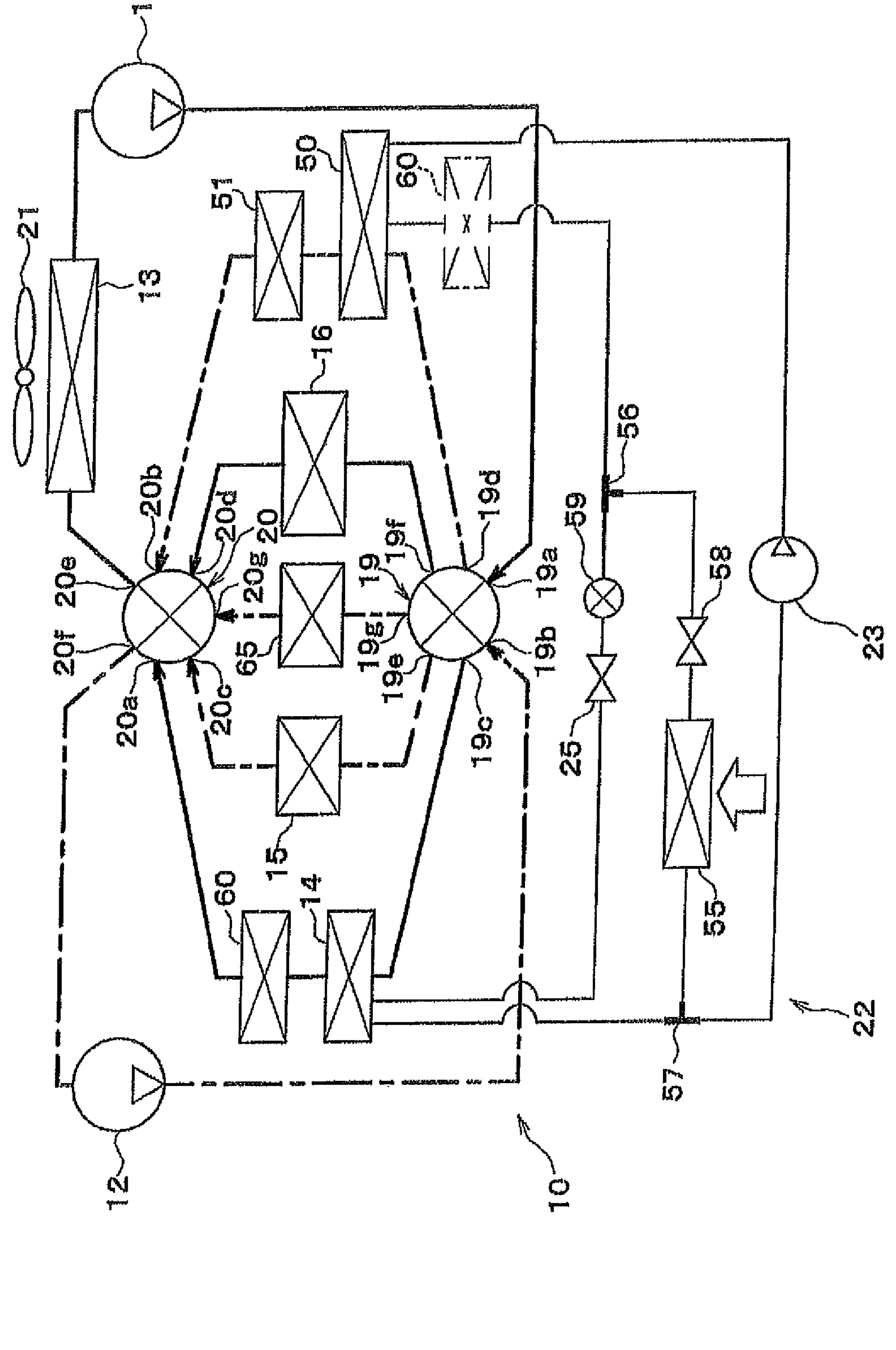
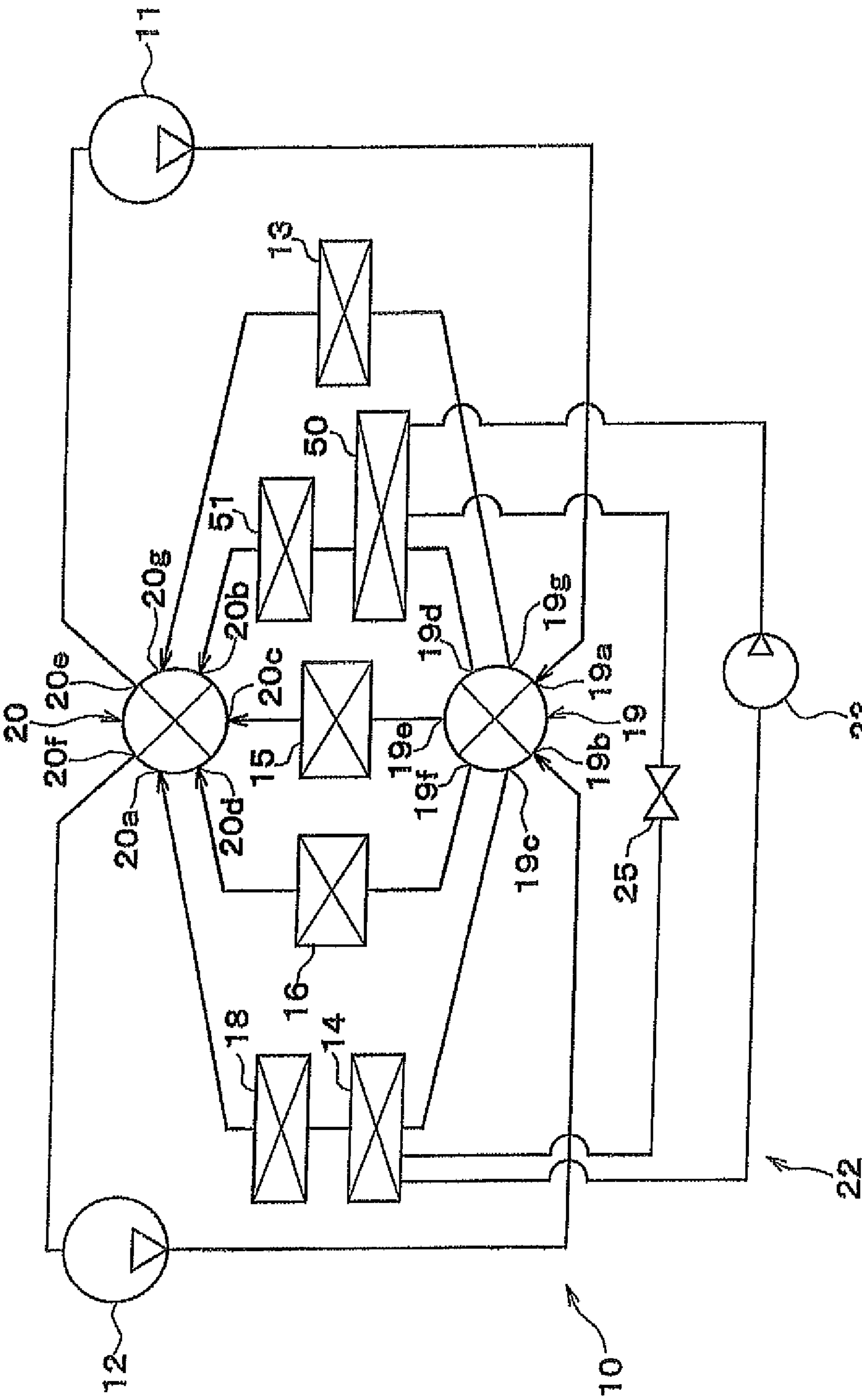


FIG. 33



11
13
50
51
20g
20b
20e
20
20f
20c
15
20a
20d
16
18
14
12
10
19d
19g
19a
19
19b
19e
19f
19c
25
23
22

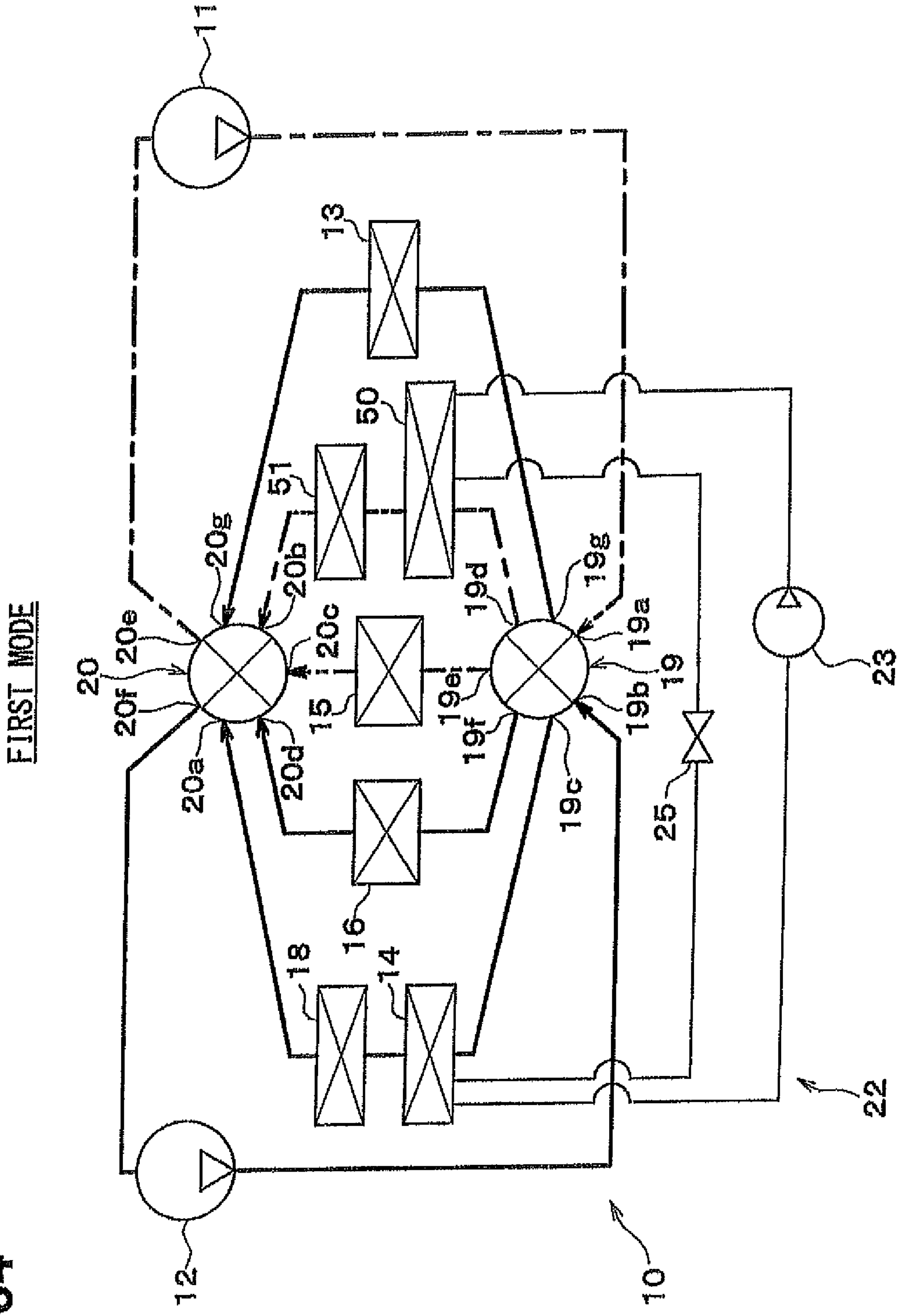

FIRST MODE
11
13
50
51
20g
20b
20c
20e
20
20f
20a
20d
15
19d
19g
19a
19
19e
19b
19f
19c
25
23
16
18
14
22
12
10

FIG. 34

FIG. 35

SECOND MODE

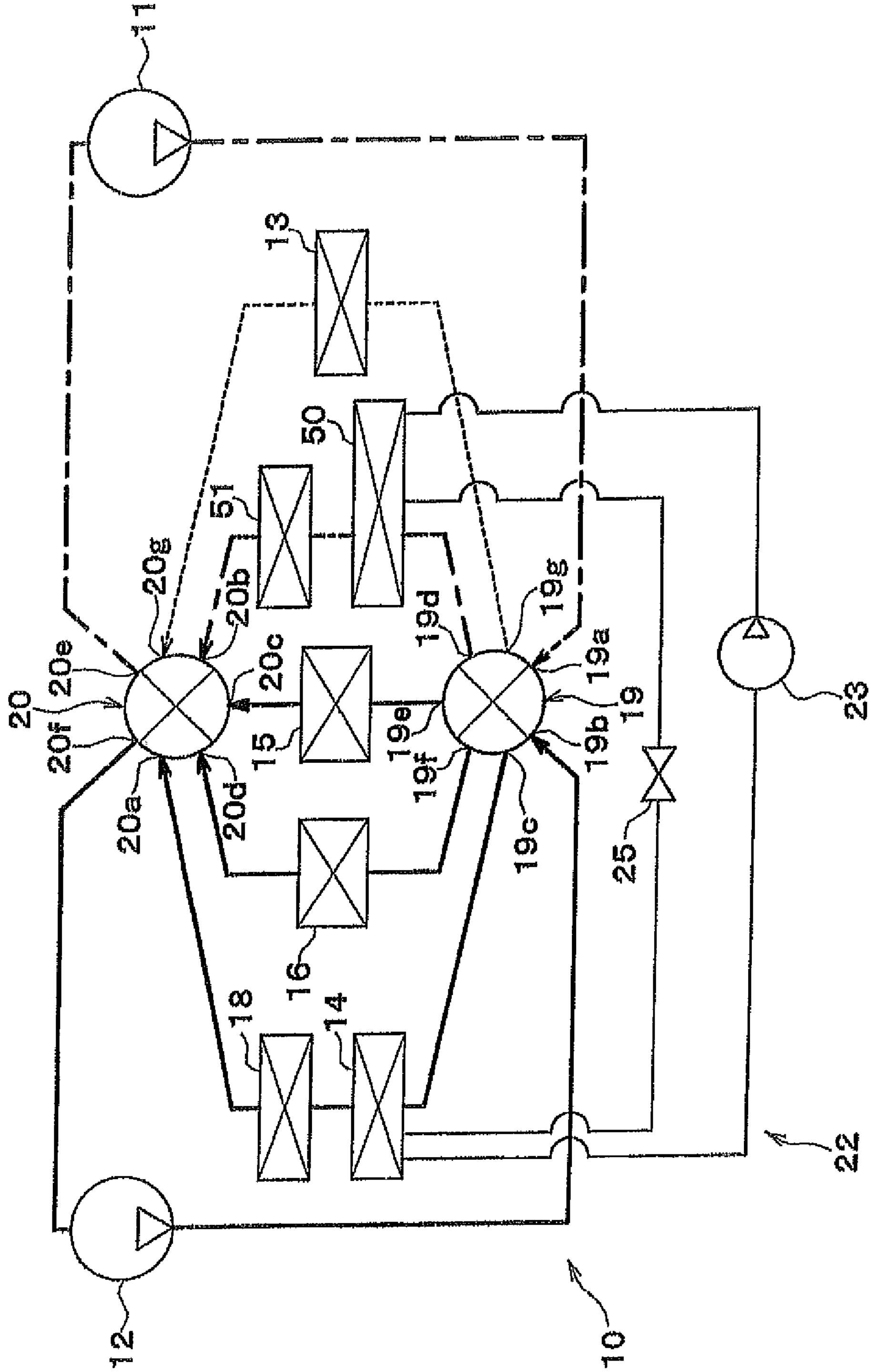
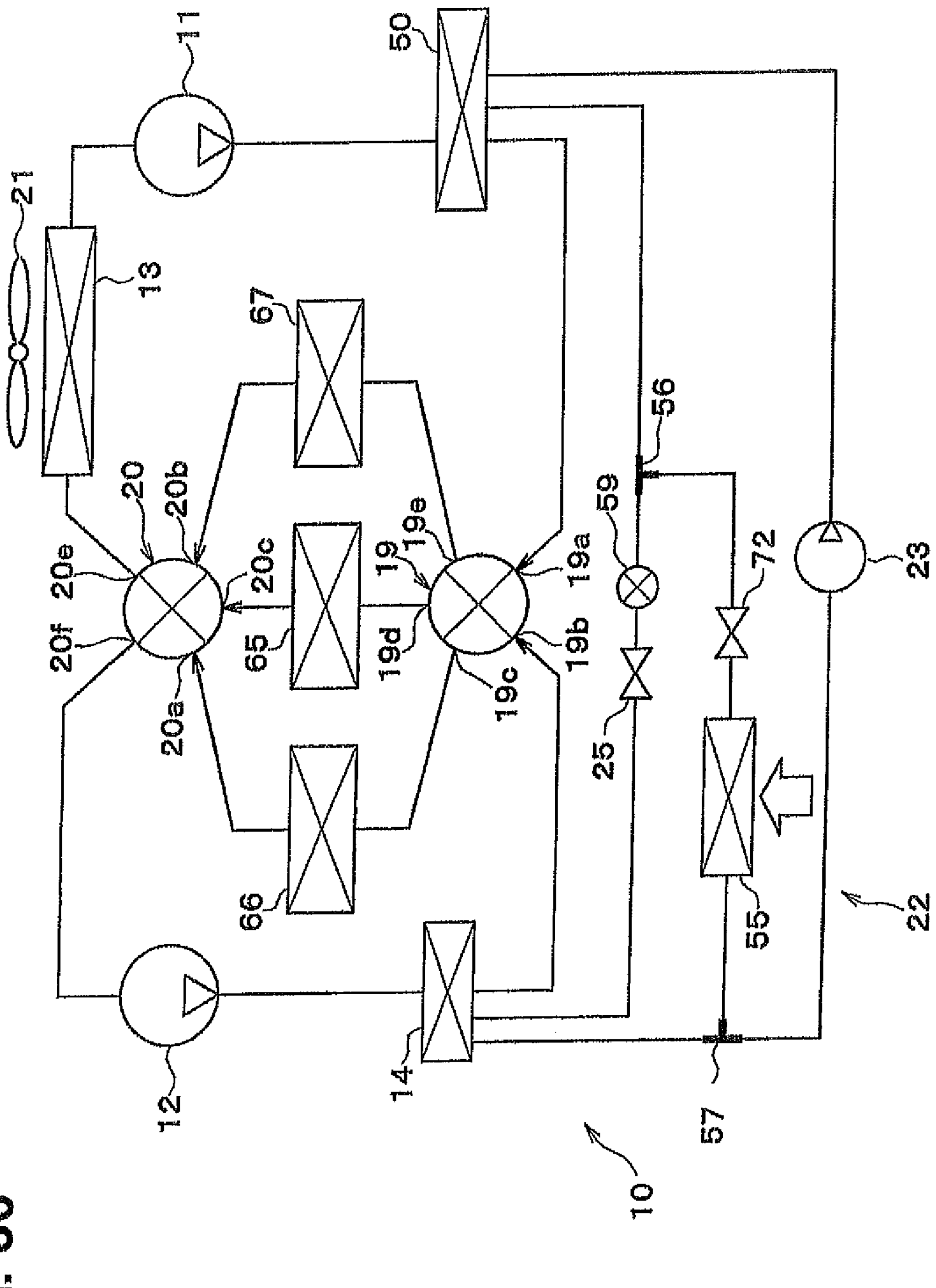


FIG. 36


11
50
21
13
67
56
20
20b
20e
20c
20f
19
19e
19a
59
72
23
65
19d
19b
19c
20a
25
66
55
22
12
14
57
10

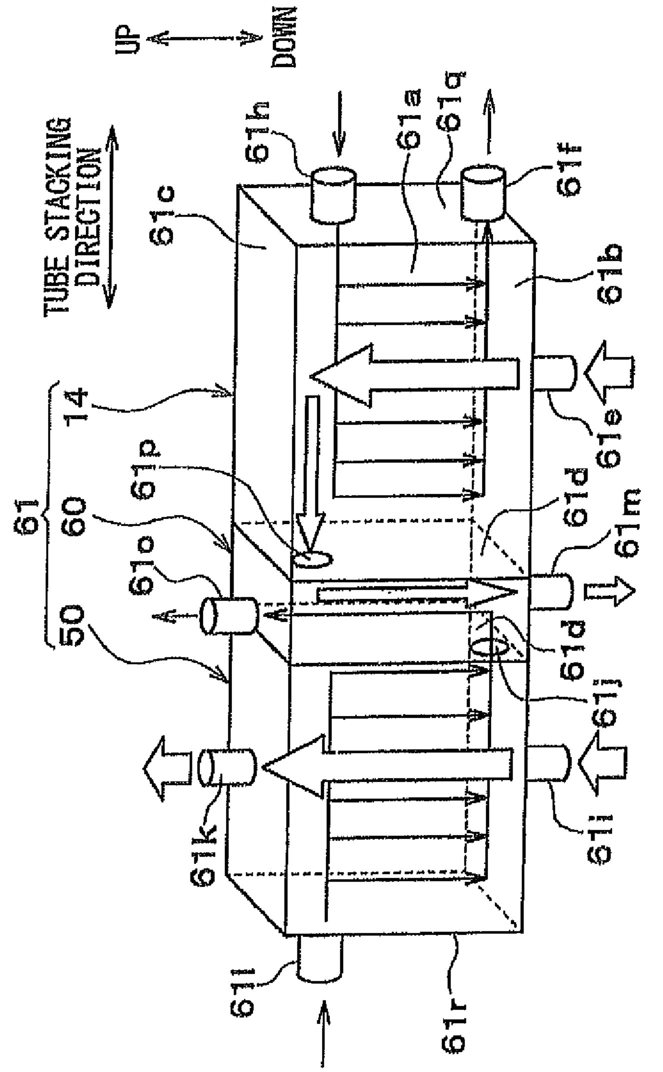

TUBE STACKING DIRECTION
UP
DOWN
61c
61h
61a
61q
61f
61b
14
61e
61
60
61p
61d
61m
61o
50
61d
61j
61i
61k
61l
61r

FIG. 37

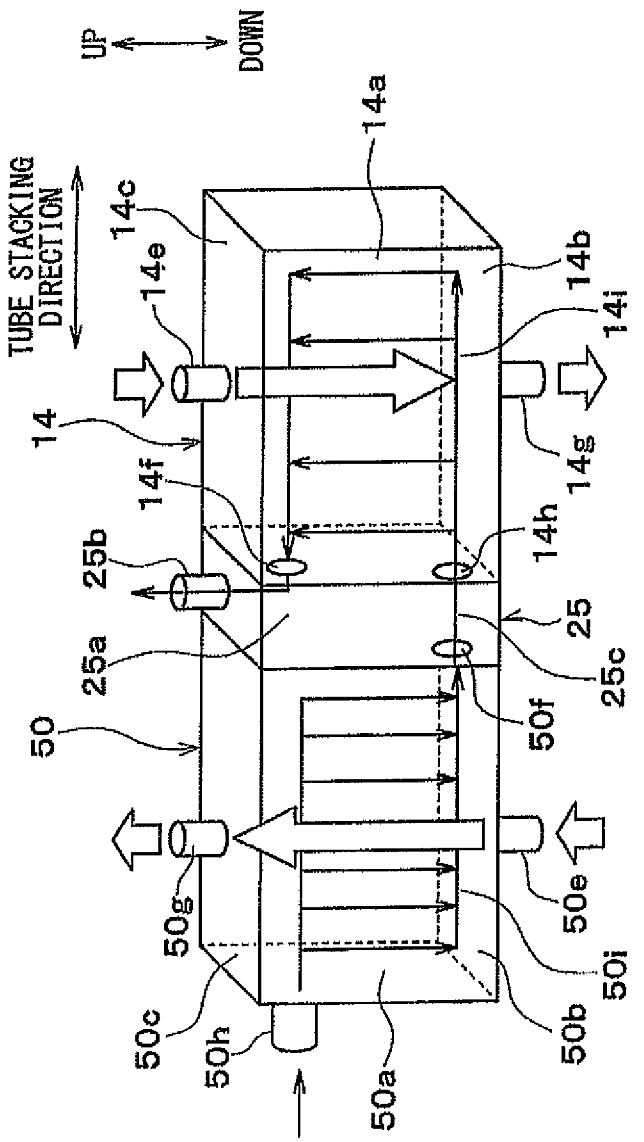

UP
DOWN
TUBE STACKING DIRECTION
14a
14c
14e
14b
14i
14
14f
14g
25b
14h
25
25a
25c
50
50f
50g
50e
50c
50h
50a
50i
50b

FIG. 38

FIG. 39

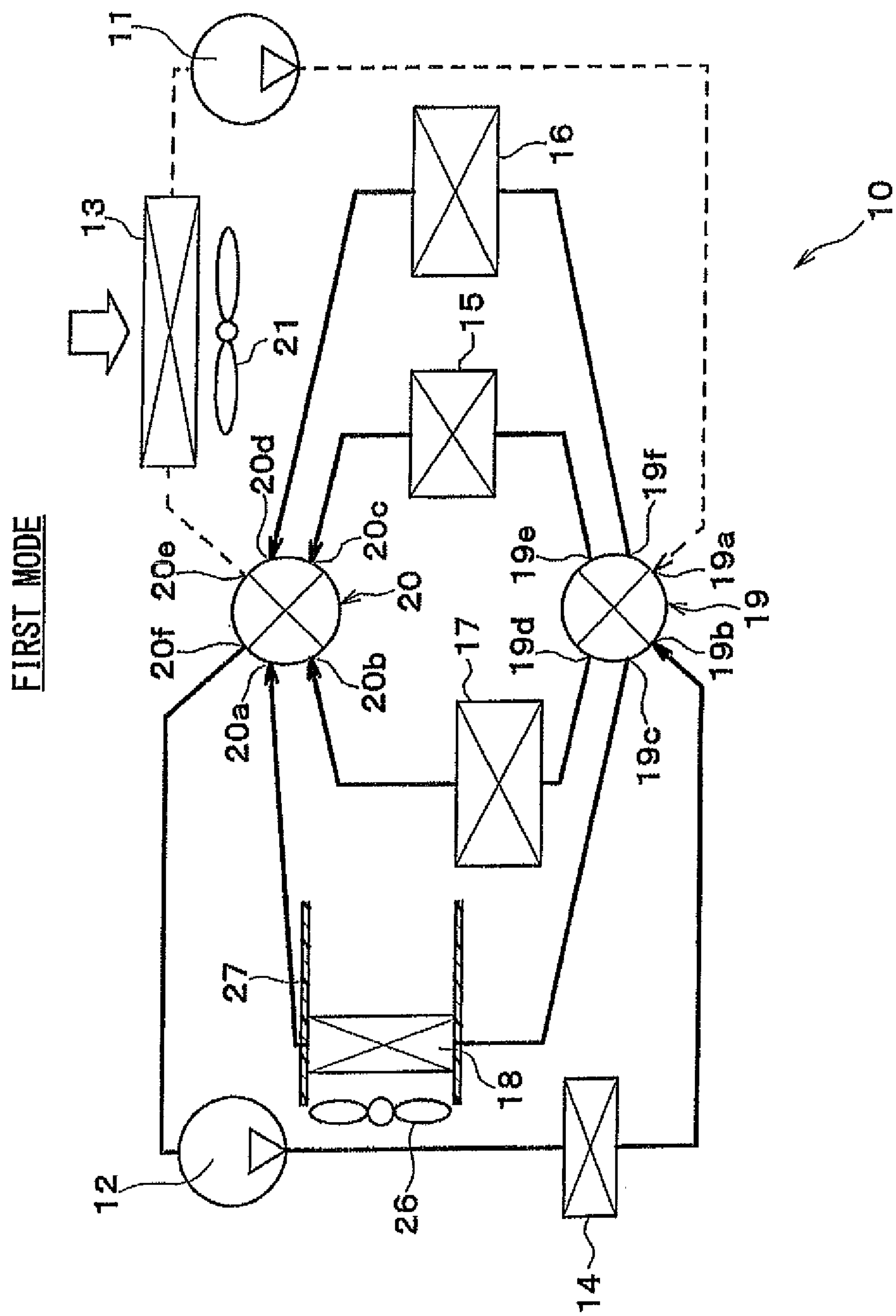
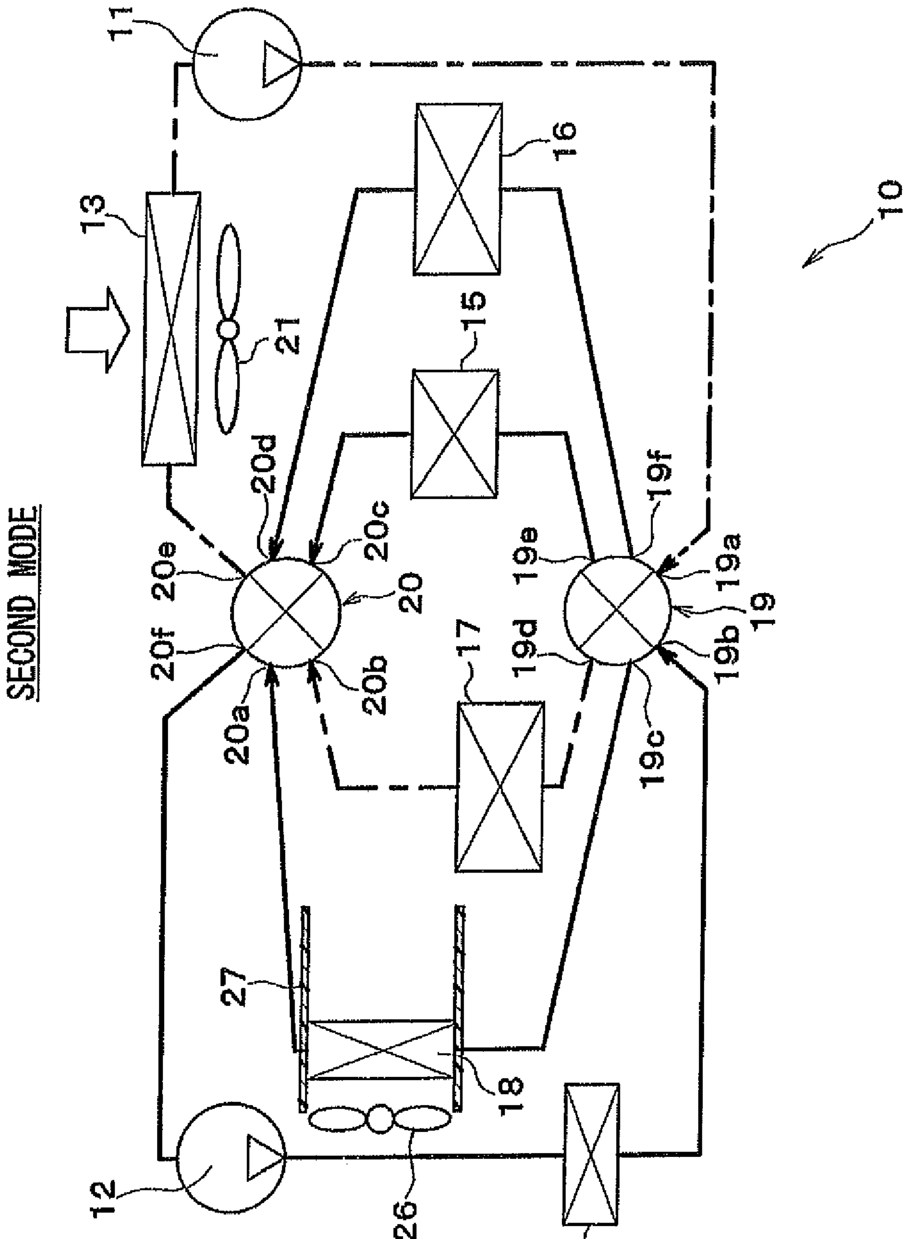

FIRST MODE
10
11
12
13
14
15
16
17
18
19
19a
19b
19c
19d
19e
19f
20
20a
20b
20c
20d
20e
20f
21
26
27

FIG. 40


SECOND MODE
11
13
16
10
21
15
20d
20c
20e
20
20f
20b
20a
17
19f
19e
19a
19
19d
19b
19c
27
18
12
26
14

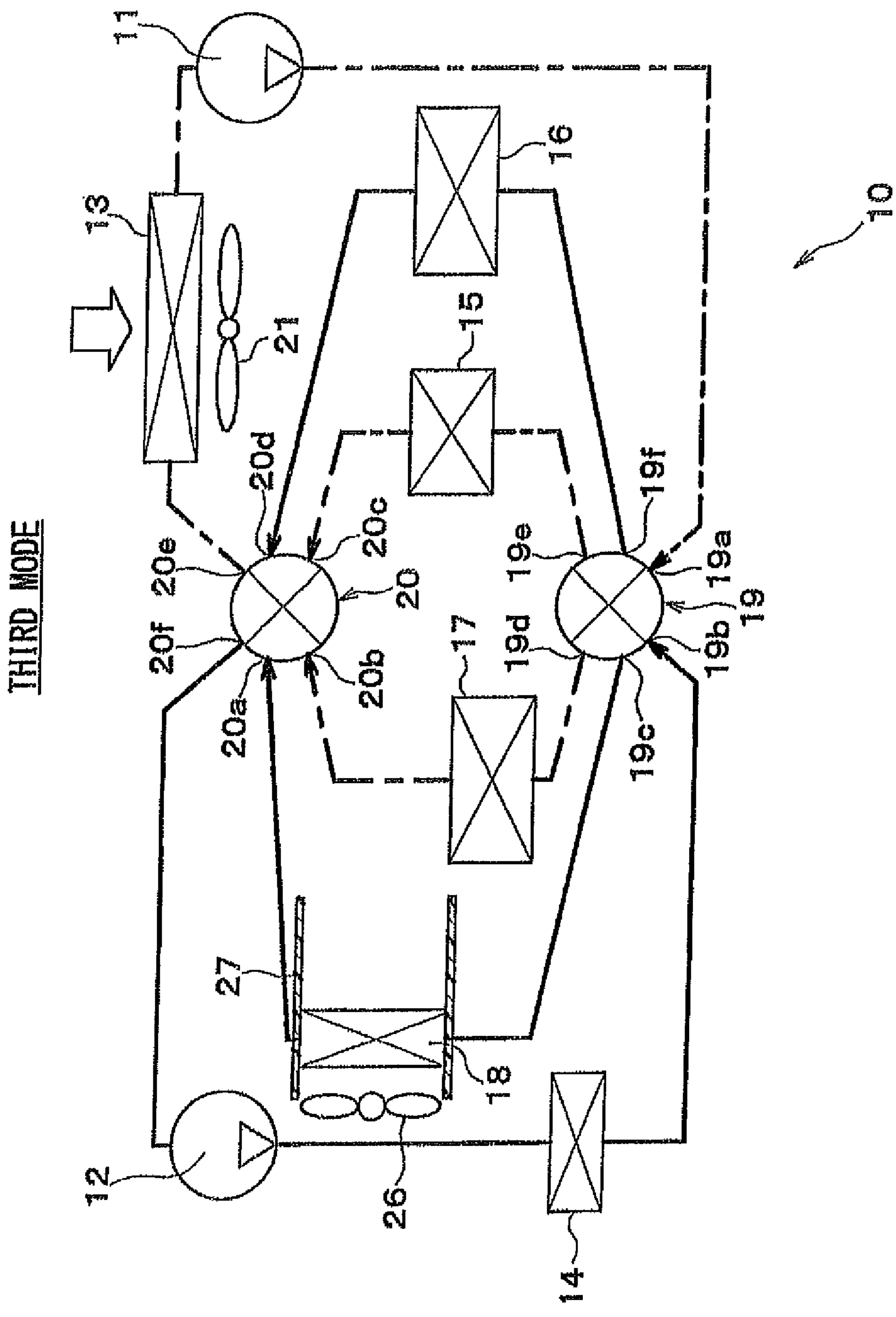

THIRD MODE
11
13
21
16
15
10
20d
20c
20e
20
20f
20b
20a
19f
19e
19a
19
19b
19d
19c
17
27
18
12
26
14

FIG. 41

FIG. 42

FOURTH MODE

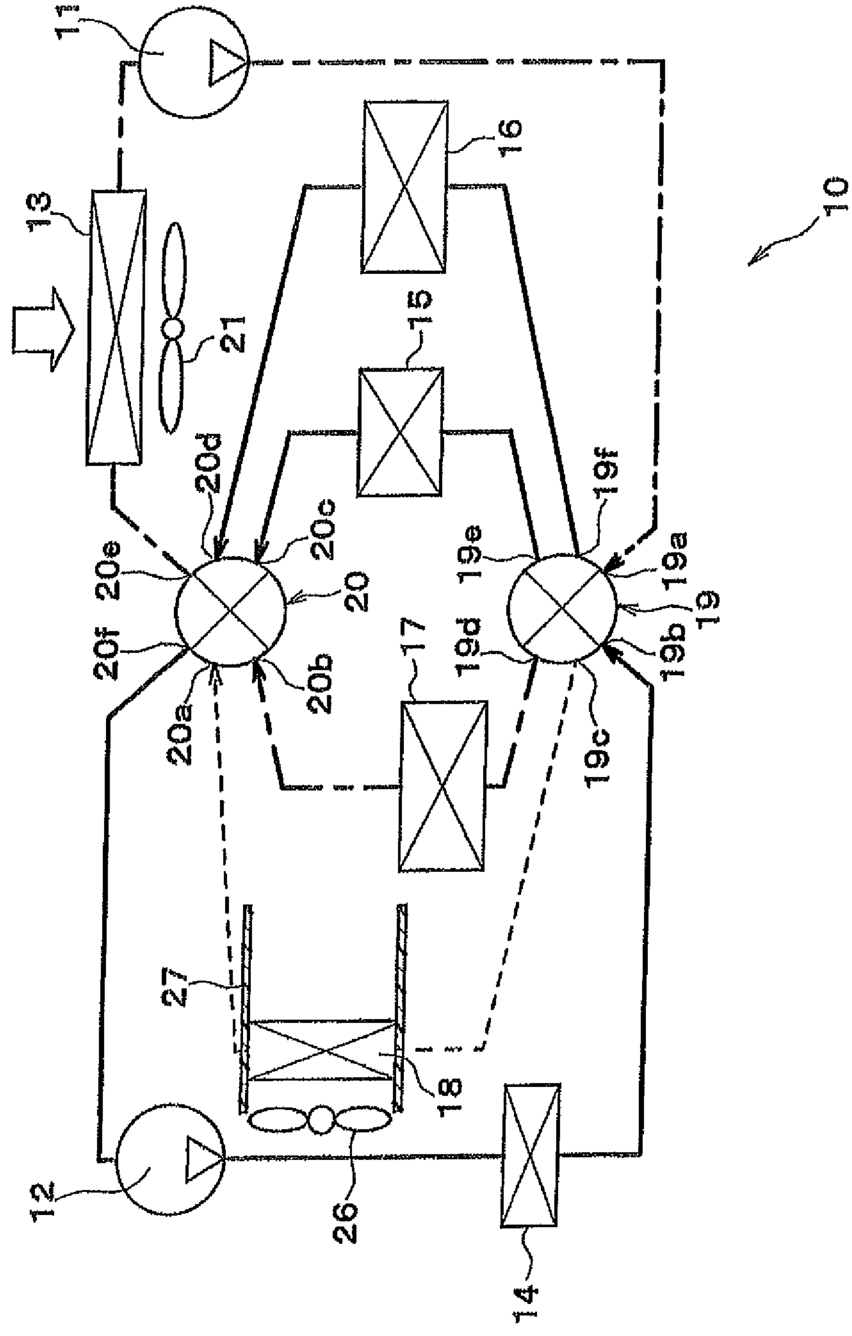
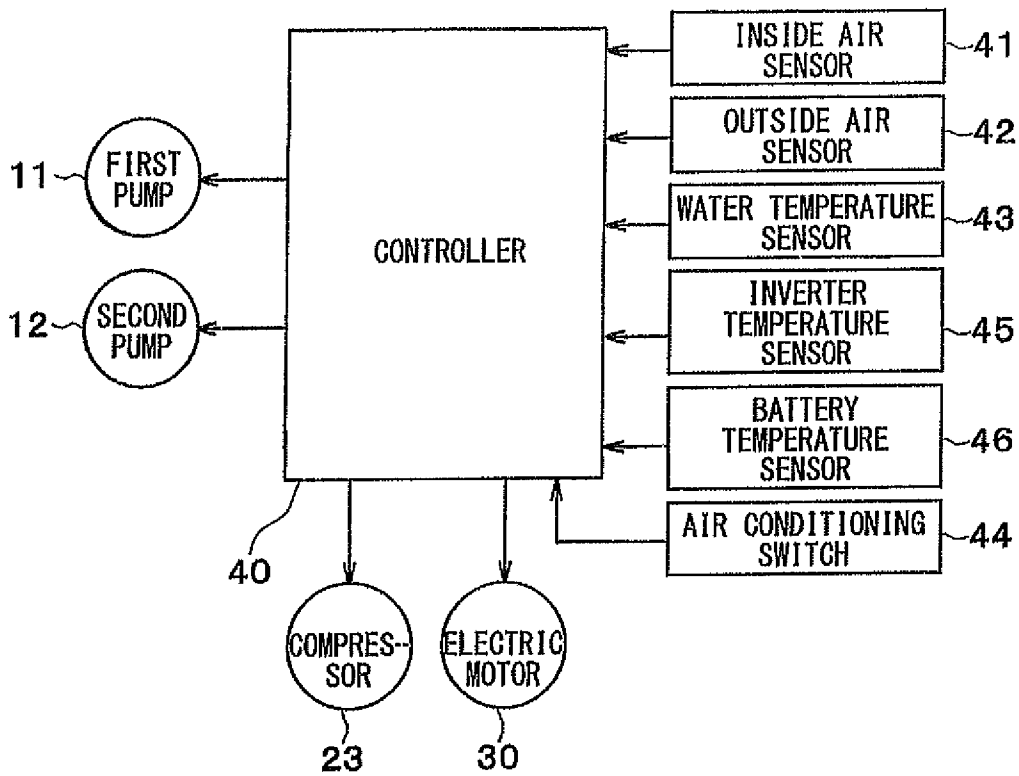
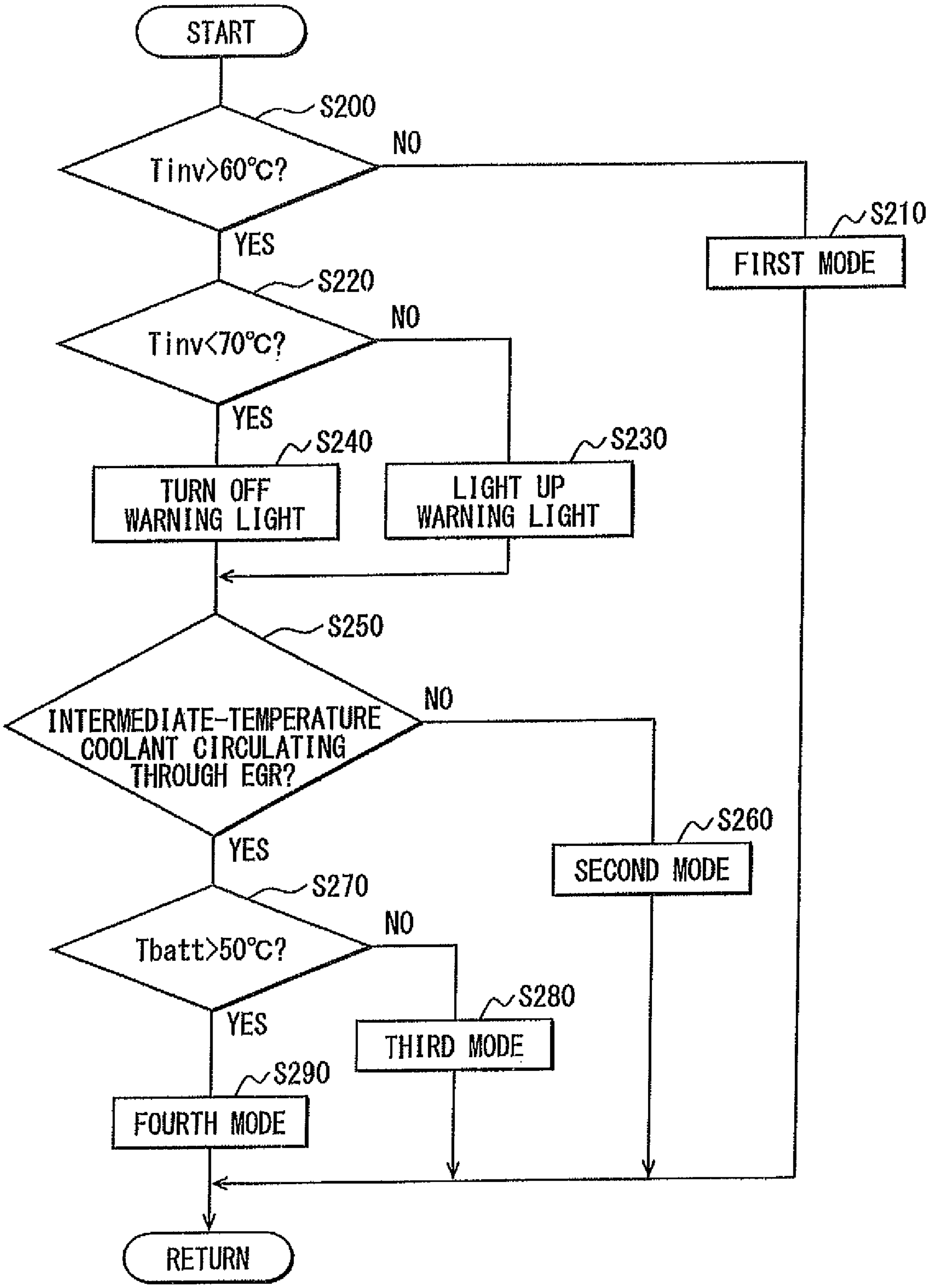


FIG. 43

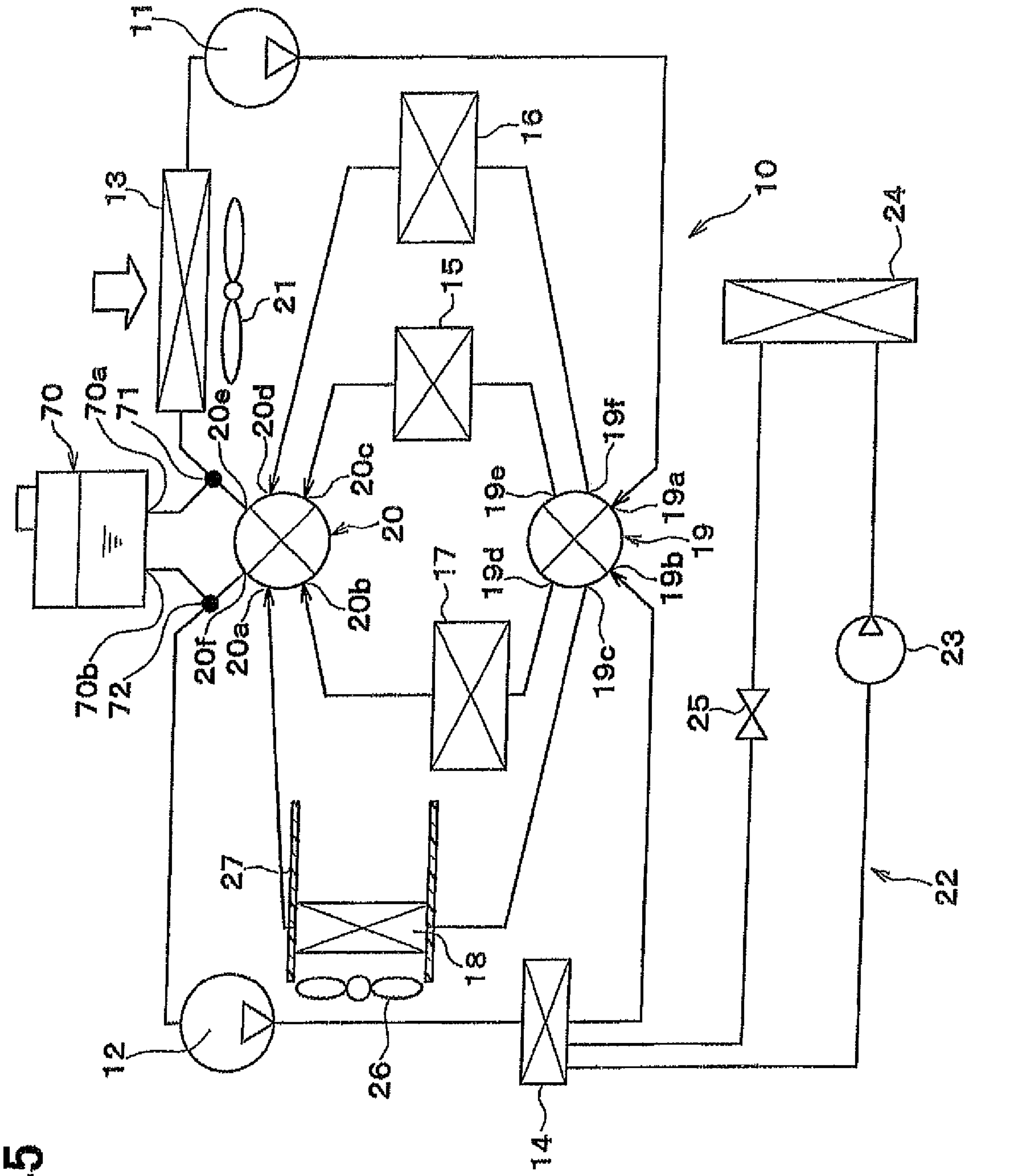


INSIDE AIR SENSOR
41
OUTSIDE AIR SENSOR
42
WATER TEMPERATURE SENSOR
43
INVERTER TEMPERATURE SENSOR
45
BATTERY TEMPERATURE SENSOR
46
AIR CONDITIONING SWITCH
44
CONTROLLER
40
11
FIRST PUMP
12
SECOND PUMP
COMPRES-SOR
23
ELECTRIC MOTOR
30

FIG. 44



START
S200
Tinv>60°C?
NO
YES
S210
FIRST MODE
S220
Tinv<70°C?
NO
YES
S240
TURN OFF WARNING LIGHT
S230
LIGHT UP WARNING LIGHT
S250
INTERMEDIATE-TEMPERATURE COOLANT CIRCULATING THROUGH EGR?
NO
YES
S260
SECOND MODE
S270
Tbatt>50°C?
NO
YES
S280
THIRD MODE
S290
FOURTH MODE
RETURN



11
13
16
10
24
21
15
70
70a
71
20e
20d
20c
20
19f
19e
19a
19
19d
19b
20b
17
20f
20a
70b
72
19c
23
25
27
18
22
12
26
14

FIG. 45

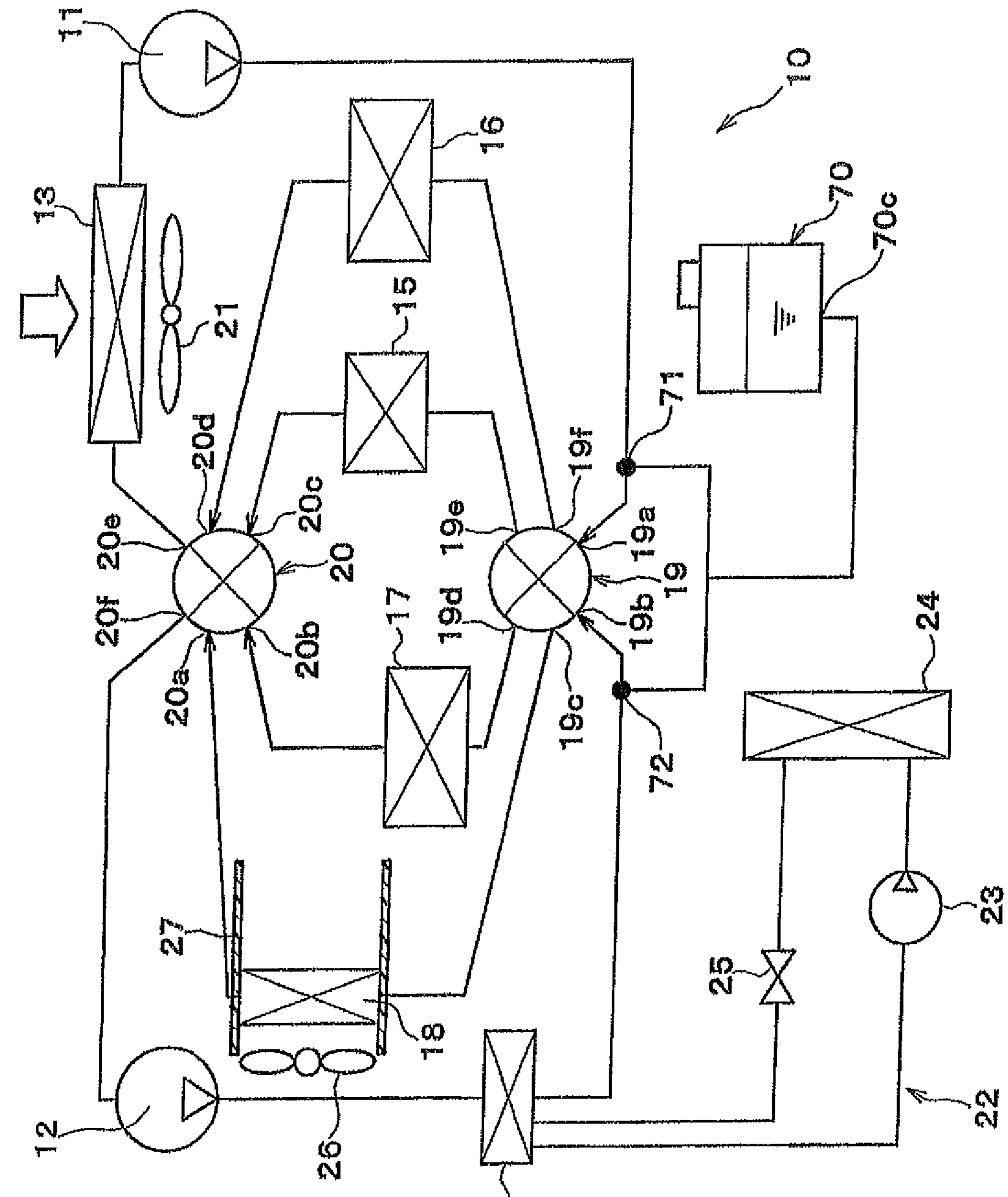

11
13
16
10
70
70c
15
21
71
20d
20c
20e
20
19f
19e
19a
19
20f
17
19d
19b
20b
20a
19c
72
24
27
23
25
18
12
26
22
14

FIG. 46

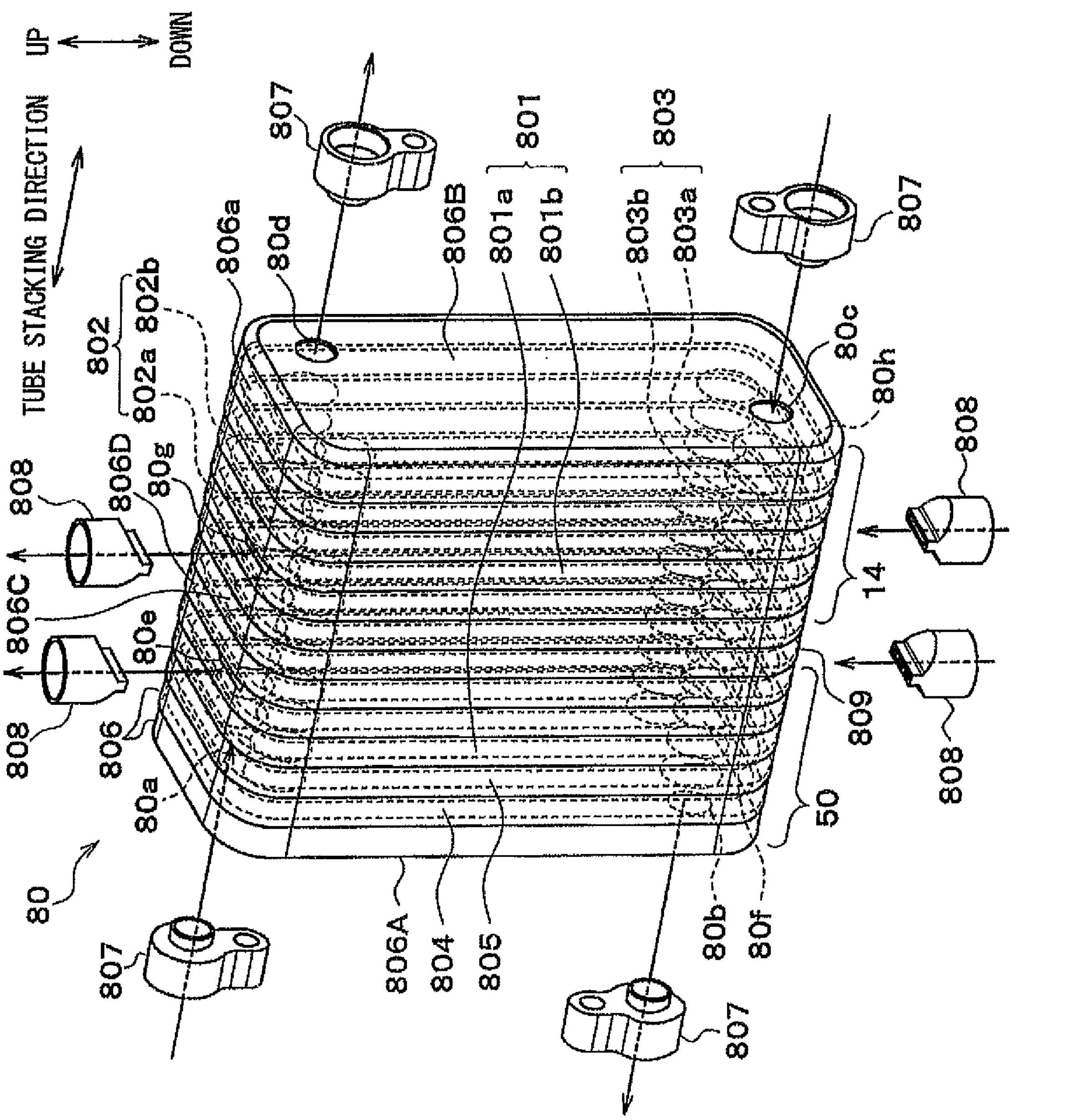

TUBE STACKING DIRECTION
UP
DOWN
80
80a
80b
80c
80d
80e
80f
80g
80h
801
801a
801b
802
802a
802b
803
803a
803b
804
805
806
806a
806A
806B
806C
806D
807
808
809
14
50

FIG. 47

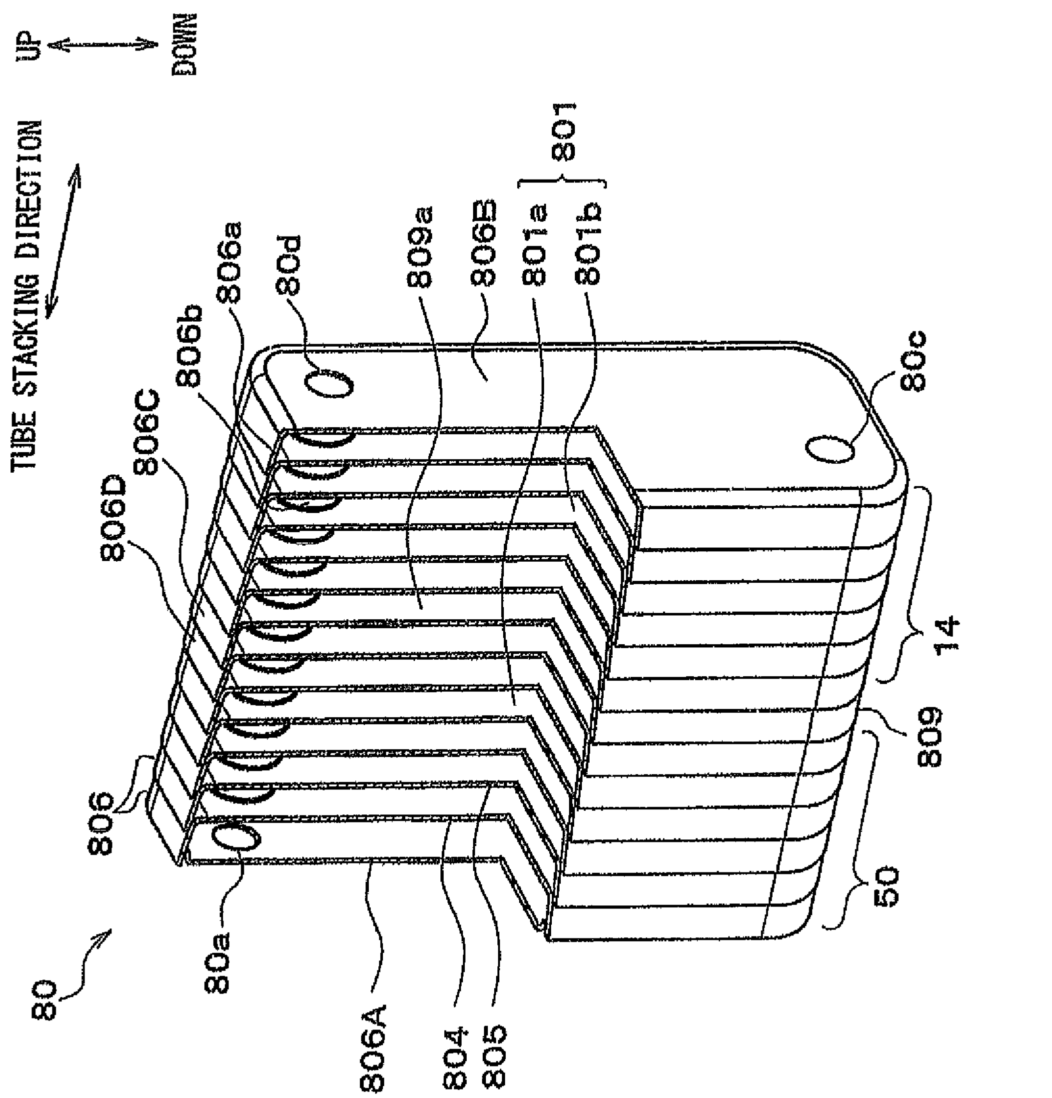

TUBE STACKING DIRECTION
UP
DOWN
80
80a
806
806A
804
805
806D
806C
806b
806a
80d
809a
806B
801a
801b
801
80c
14
809
50

FIG. 48

FIG. 49

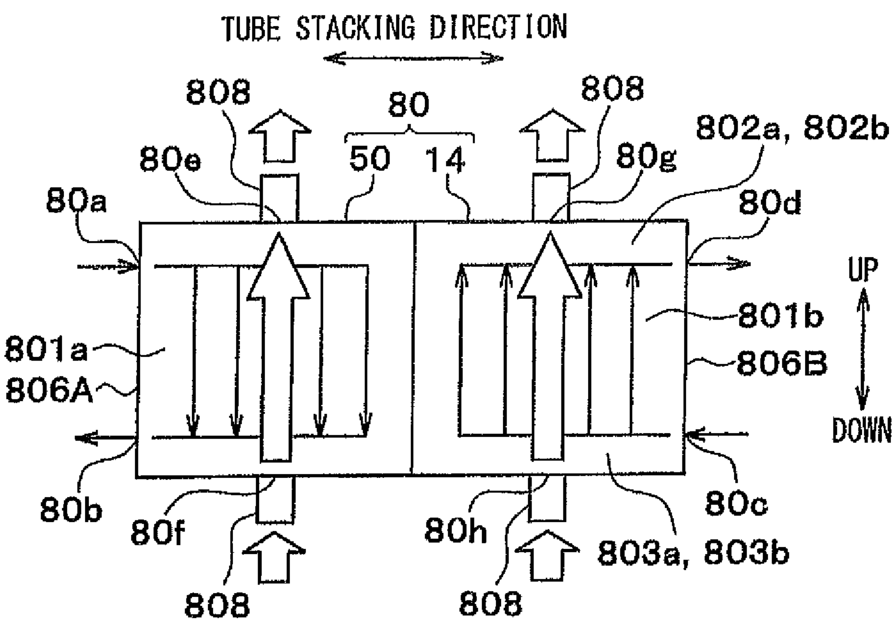

TUBE STACKING DIRECTION
808
80
808
802a, 802b
80e
50
14
80g
80a
80d
UP
801b
801a
806B
806A
DOWN
80c
80b
80f
80h
803a, 803b
808
808

FIG. 50

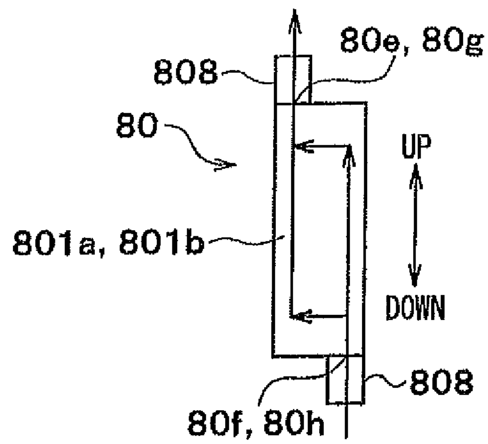

80e, 80g
808
80
UP
801a, 801b
DOWN
808
80f, 80h

FIG. 51

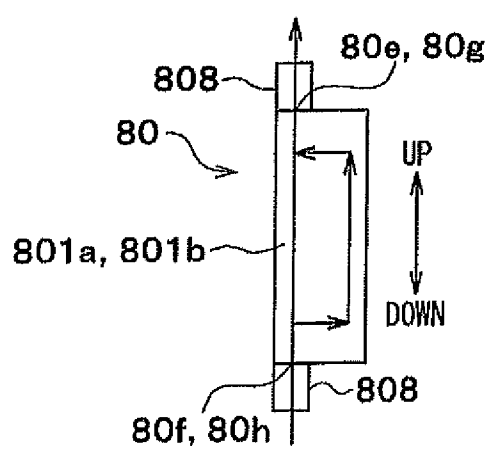

80e, 80g
808
80
UP
801a, 801b
DOWN
808
80f, 80h

FIG. 52

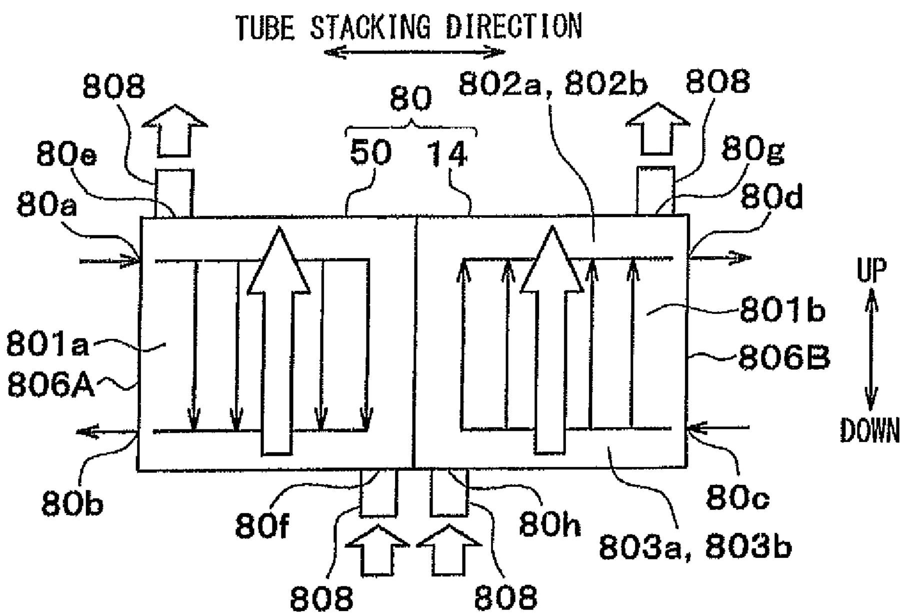

TUBE STACKING DIRECTION
808
80
802a, 802b
808
80e
50
14
80g
80a
80d
UP
801b
801a
806B
806A
DOWN
80b
80c
80f
80h
803a, 803b
808
808

FIG. 53

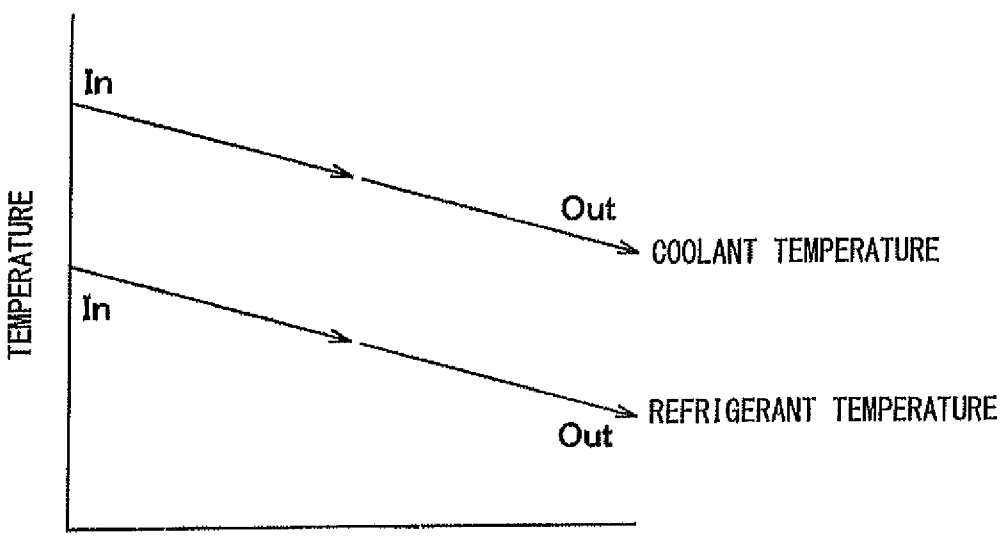

TEMPERATURE
In
Out
COOLANT TEMPERATURE
In
REFRIGERANT TEMPERATURE
Out

FIG. 54

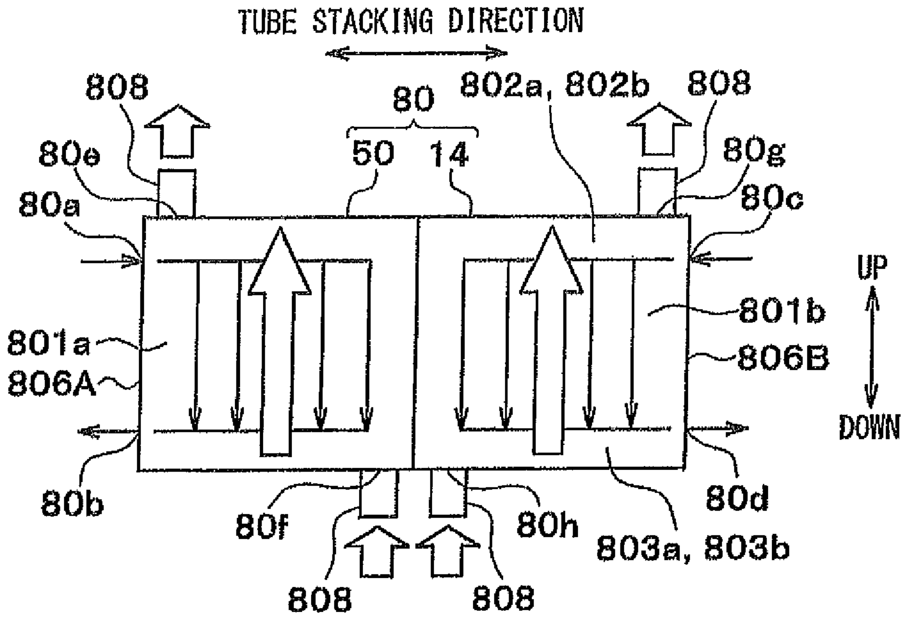
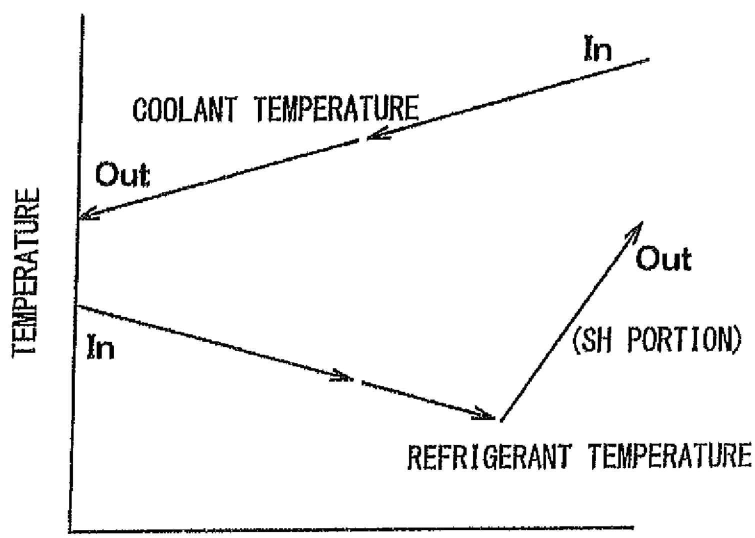

TUBE STACKING DIRECTION
808
80
802a, 802b
808
80e
50
14
80g
80a
80c
UP
801a
801b
806A
806B
DOWN
80b
80d
80f
80h
803a, 803b
808
808

FIG. 55


In
COOLANT TEMPERATURE
Out
TEMPERATURE
Out
(SH PORTION)
In
REFRIGERANT TEMPERATURE

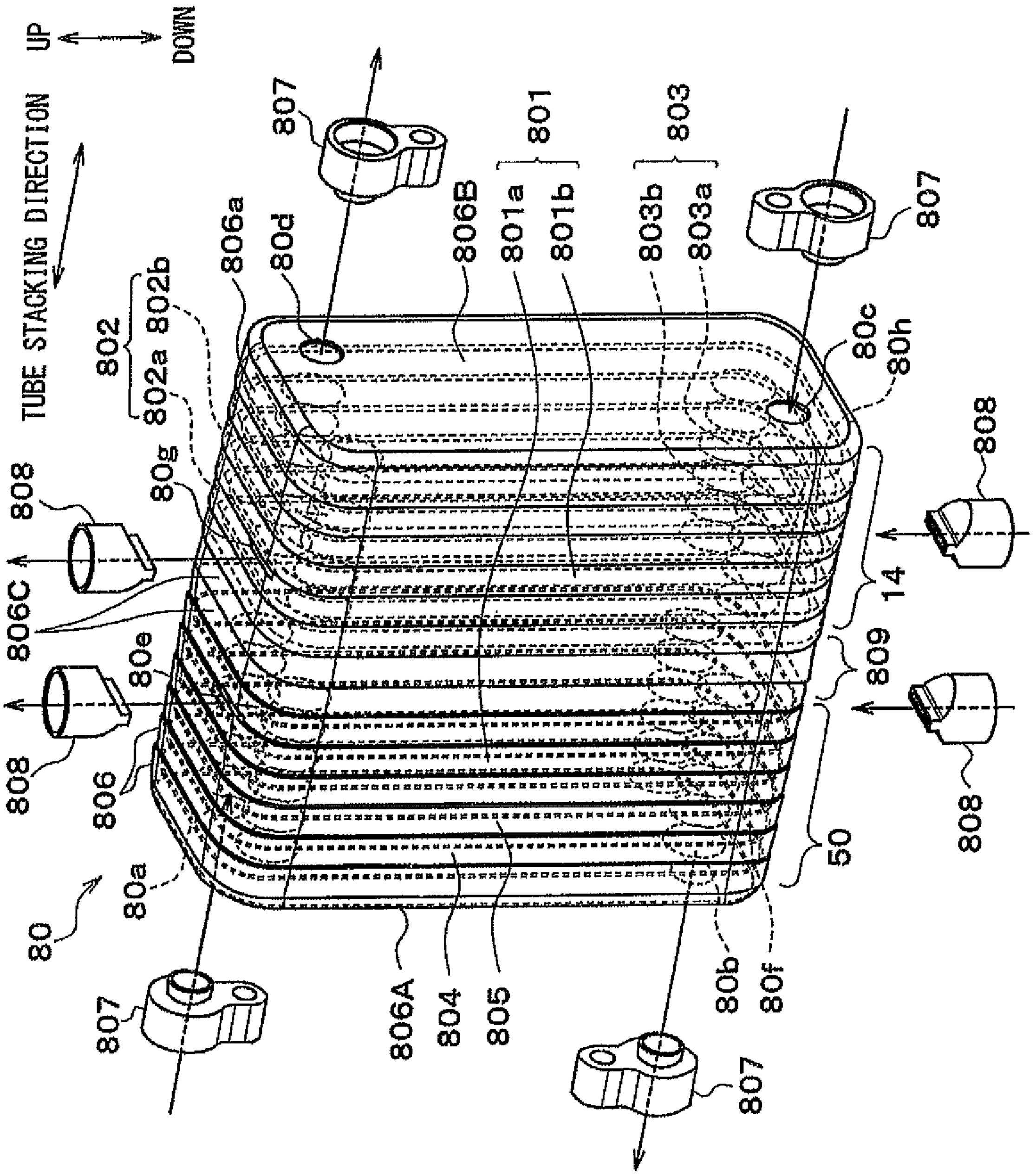
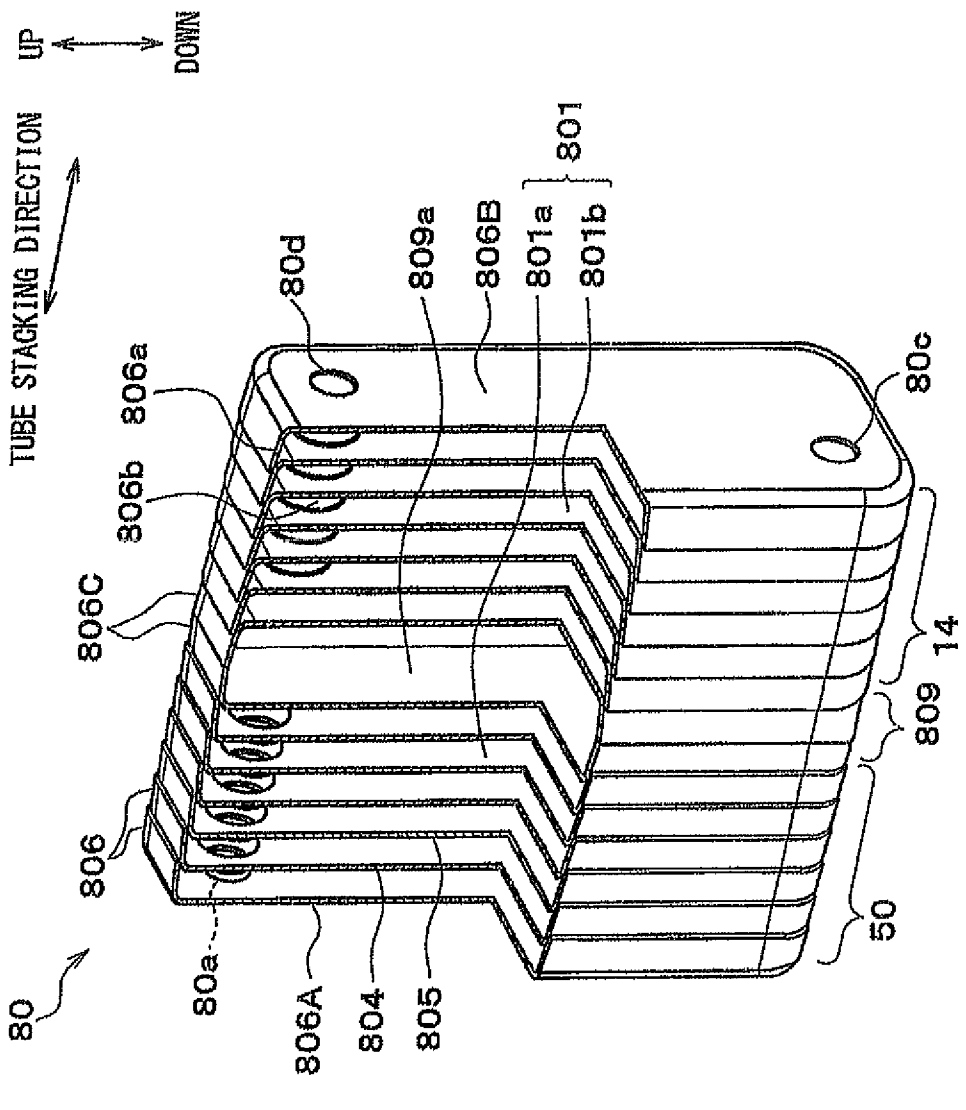
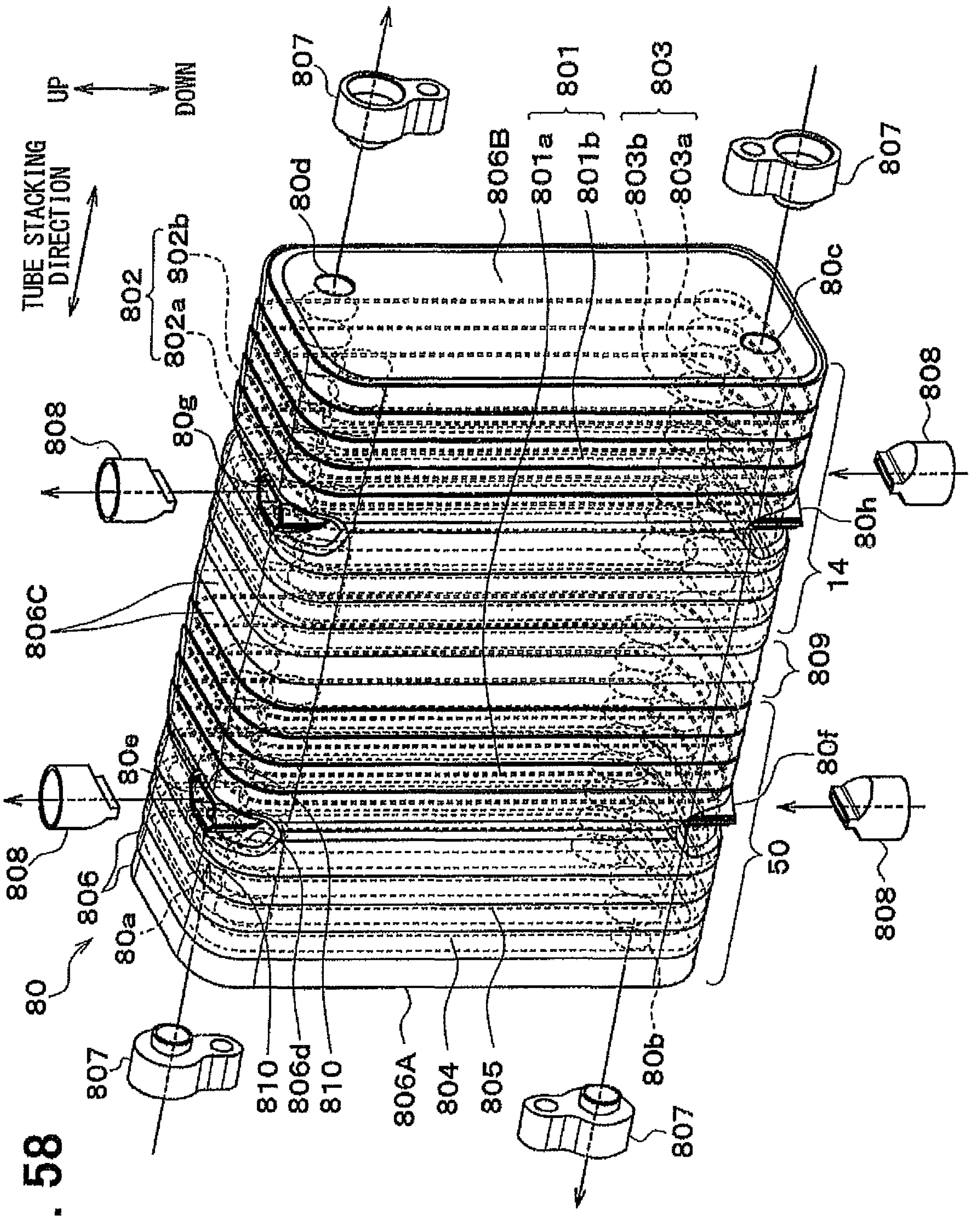

TUBE STACKING DIRECTION
UP
DOWN
80
80a
80b
80c
80d
80e
80f
80g
80h
14
50
801
801a
801b
802
802a
802b
803
803a
803b
804
805
806
806a
806A
806B
806C
807
808
809

FIG. 56



TUBE STACKING DIRECTION
UP
DOWN
801
80d
809a
806B
801a
801b
806a
806b
806C
80c
14
809
806
50
80
80a
806A
804
805

FIG. 57



TUBE STACKING DIRECTION
UP
DOWN
807
807
807
807
808
808
808
808
80d
80c
80g
80h
80e
80f
80a
80b
80
806B
801
801a
801b
803
803b
803a
802
802a
802b
806C
806
806A
806d
810
810
804
805
809
14
50

FIG. 58

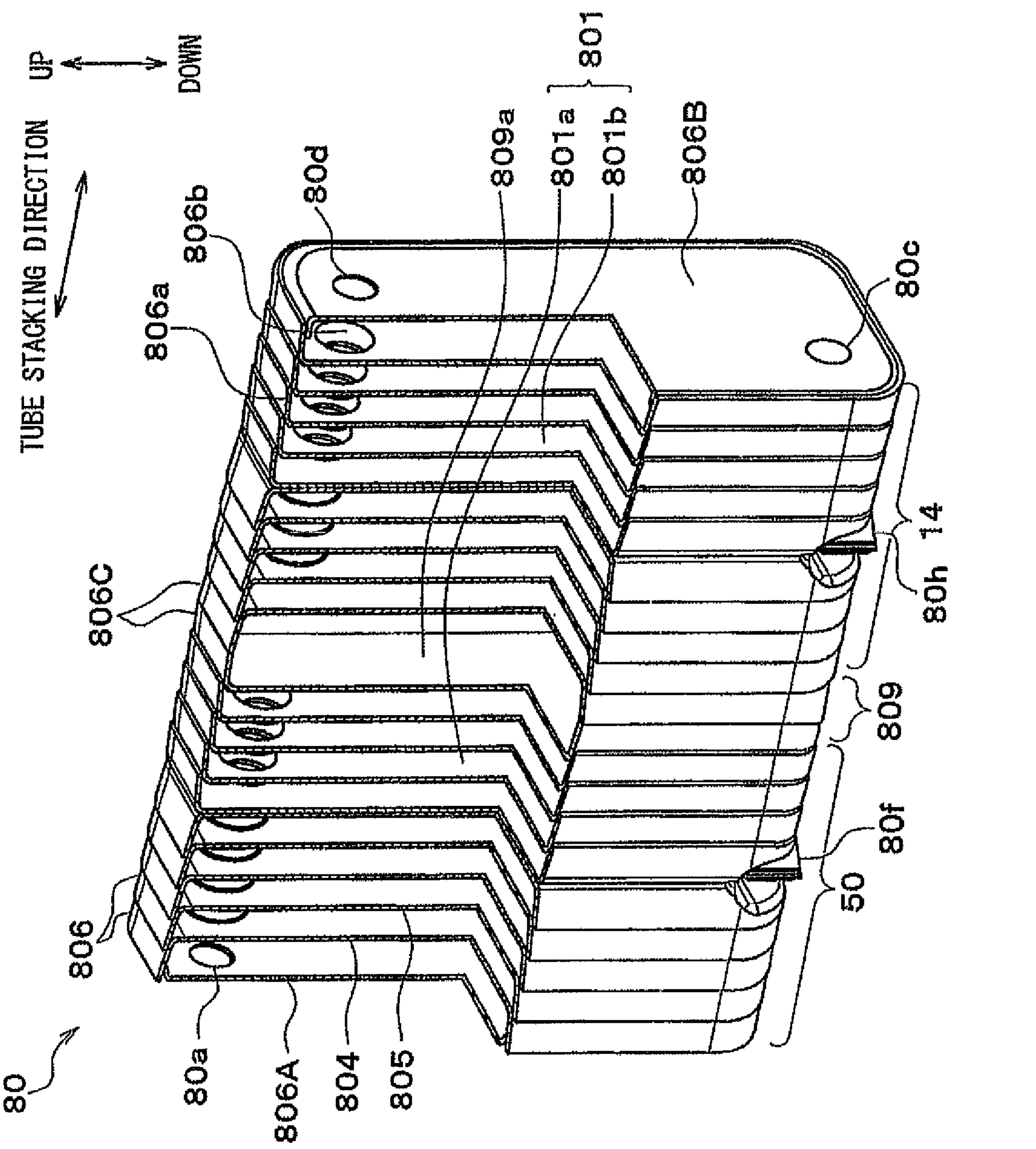
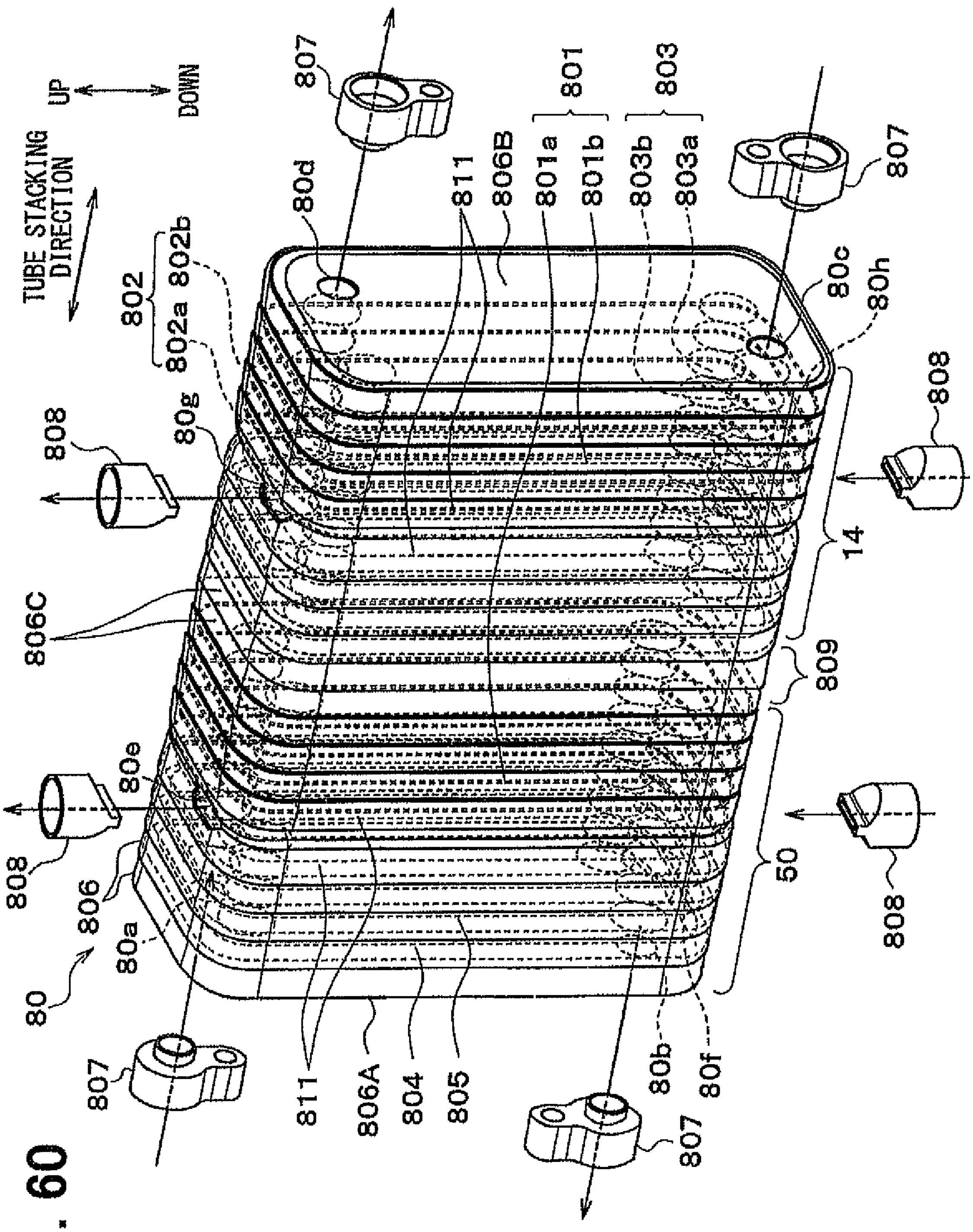

TUBE STACKING DIRECTION
UP
DOWN
801
801a
801b
806B
809a
80d
806b
806a
80c
806C
14
80h
809
80f
50
806
80a
806A
804
805
80

FIG. 59

FIG. 60


TUBE STACKING DIRECTION
UP
DOWN
807
808
80
80a
806
80e
80g
806C
802
802a
802b
80d
811
806B
801
801a
801b
803
803b
803a
80c
80h
14
809
50
811
806A
804
805
80b
80f

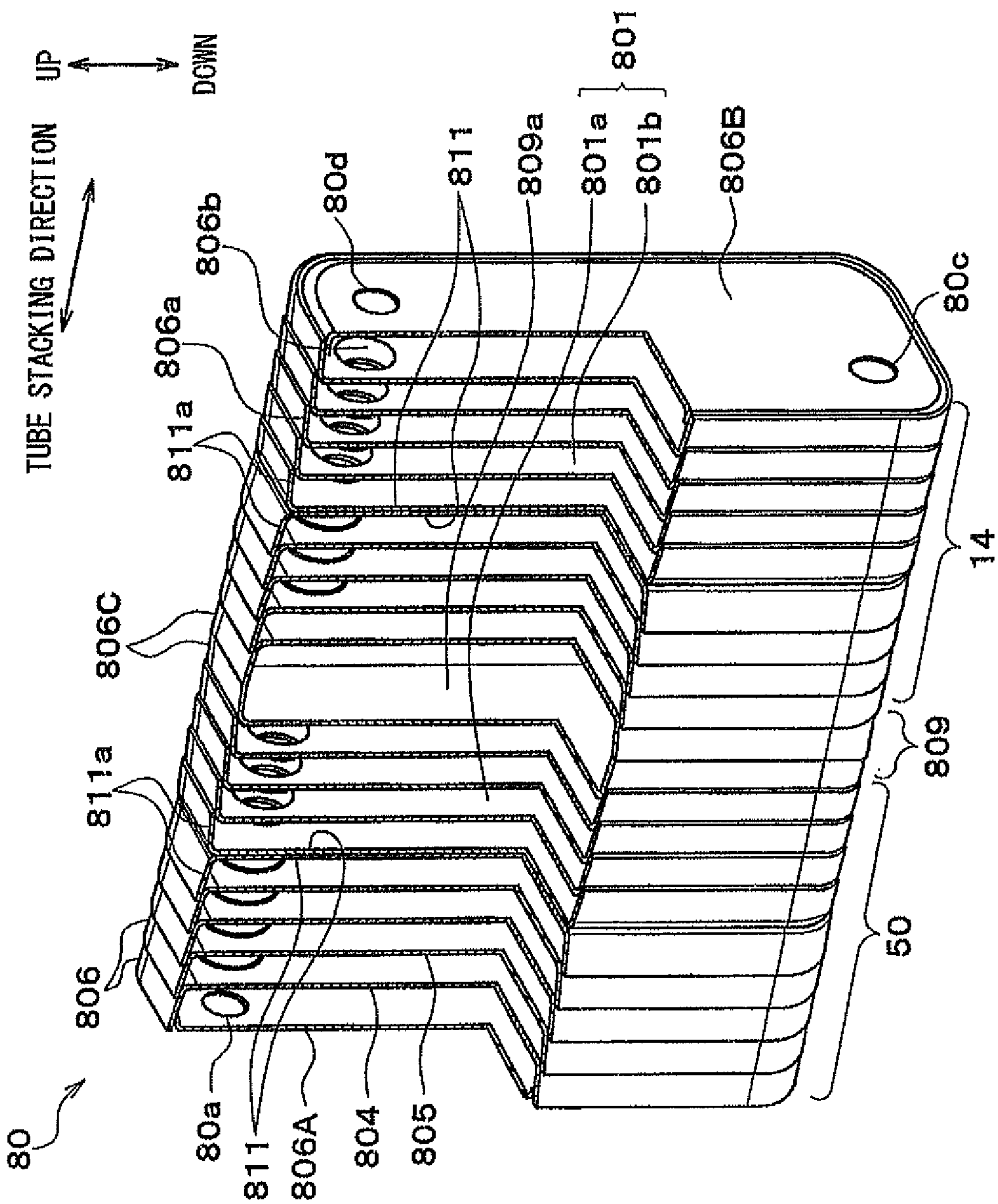

TUBE STACKING DIRECTION
UP
DOWN
801
801a
801b
806B
809a
811
80d
806b
806a
811a
80c
14
809
806C
811a
50
806
80
80a
811
806A
804
805

FIG. 61

FIG. 62

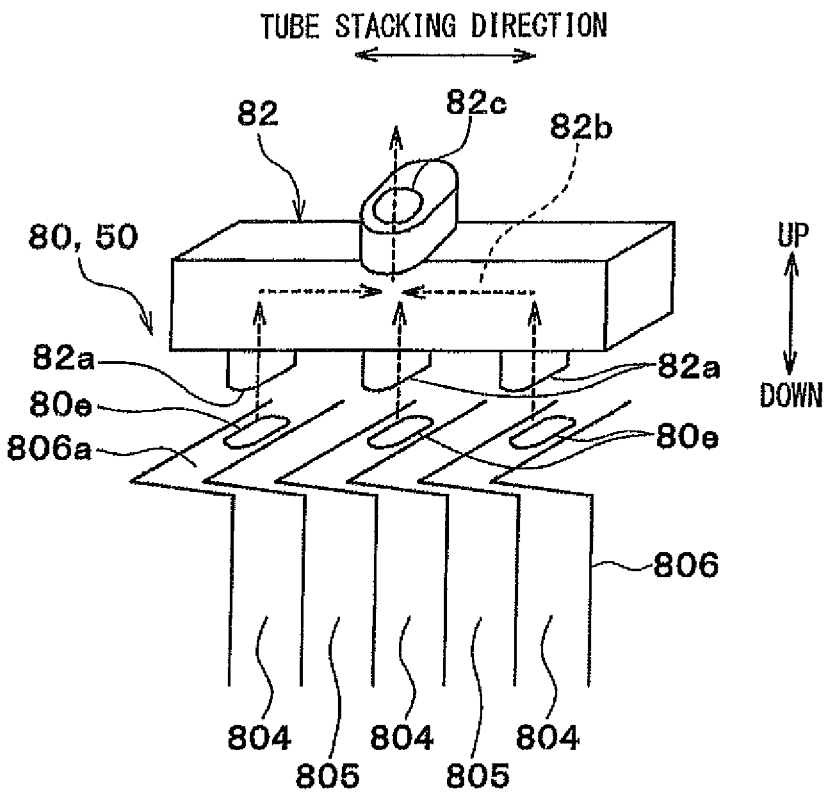
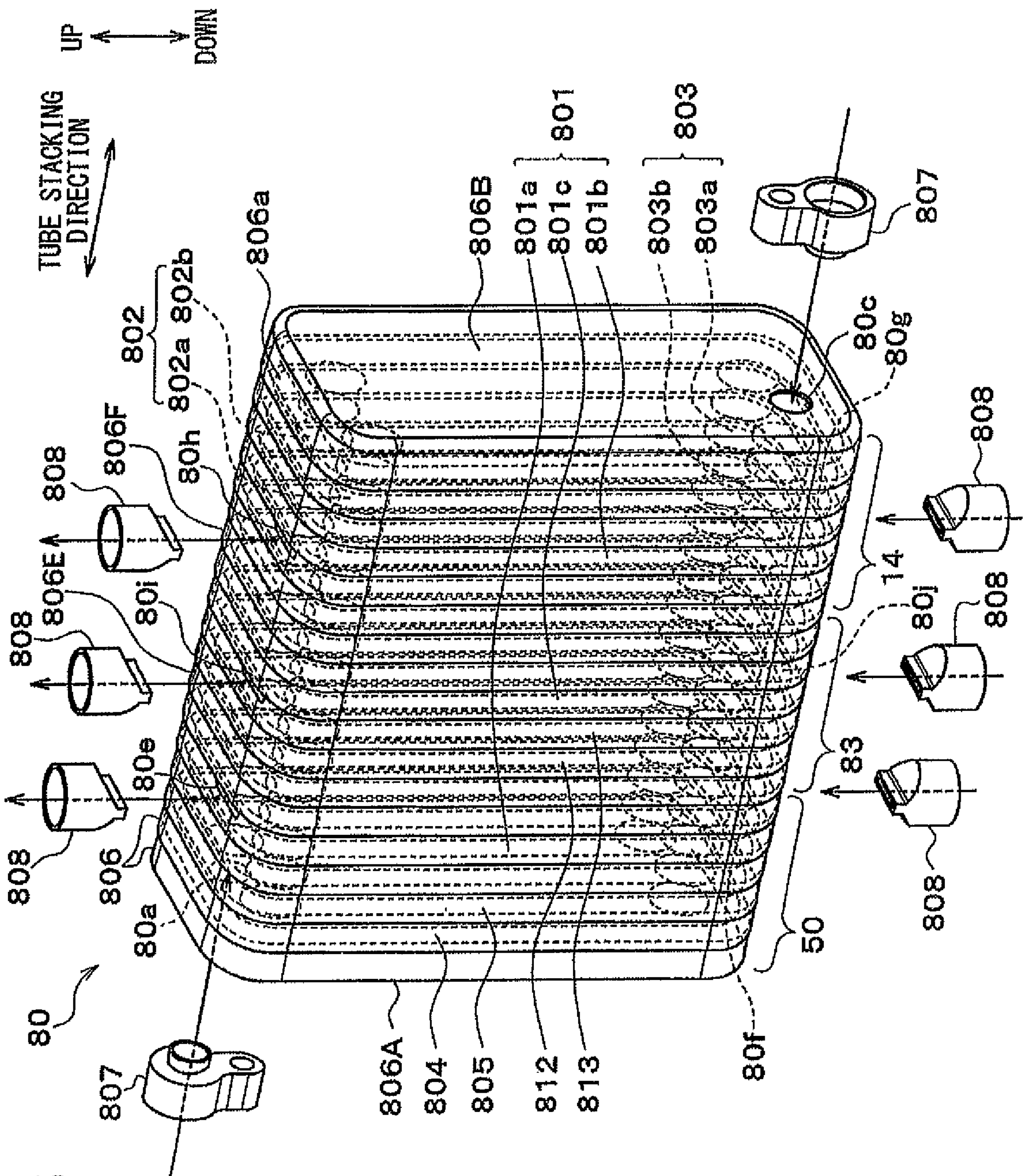

TUBE STACKING DIRECTION
82
82c
82b
80, 50
UP
DOWN
82a
82a
80e
80e
806a
806
804
805
804
805
804

FIG. 63


UP
DOWN
TUBE STACKING DIRECTION
80
80a
80c
80e
80f
80g
80h
80i
80j
14
50
83
801
801a
801b
801c
802
802a
802b
803
803a
803b
804
805
806
806a
806A
806B
806E
806F
807
808
812
813

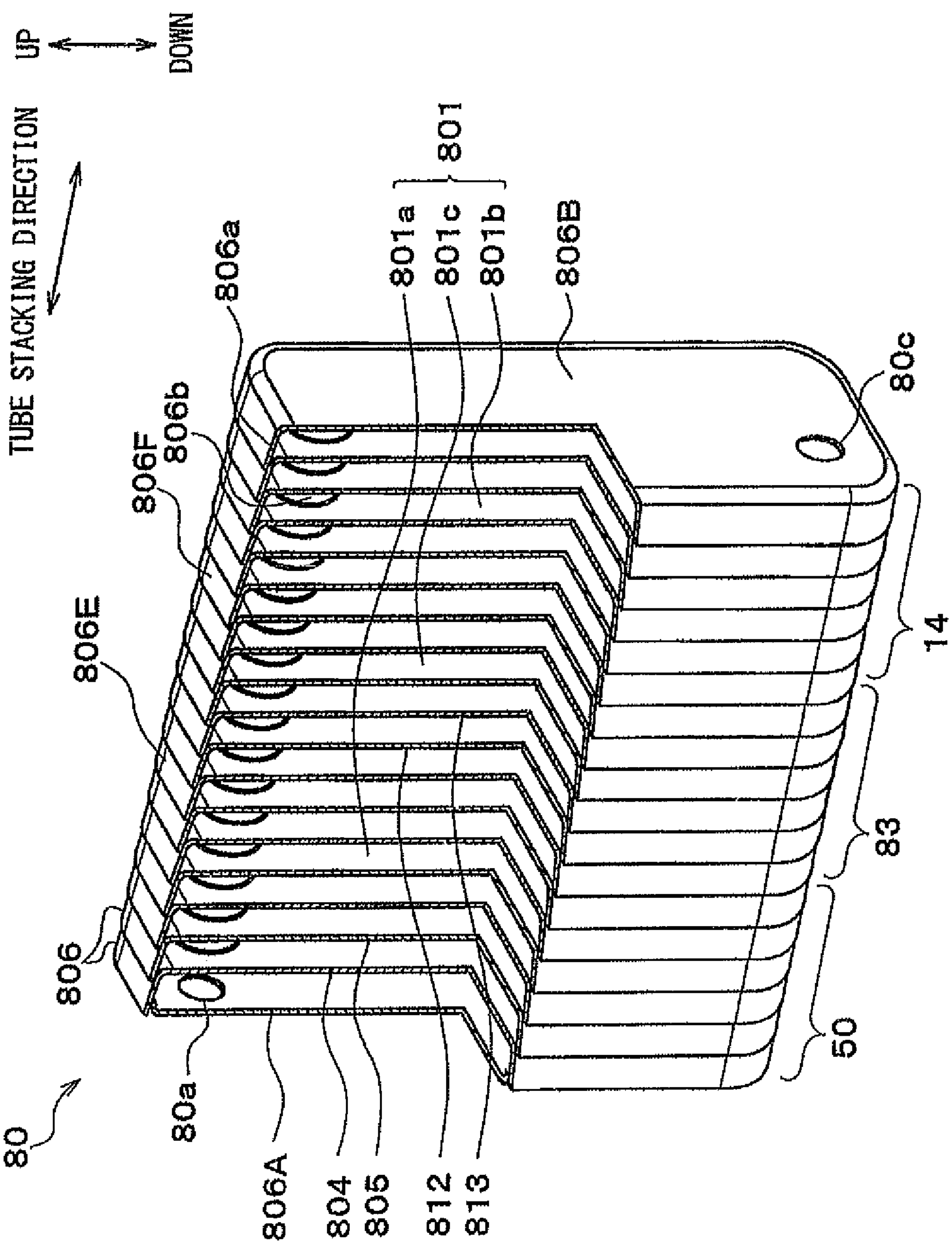

TUBE STACKING DIRECTION
UP
DOWN
80
80a
806A
804
805
812
813
806
806E
806F
806b
806a
801a
801c
801b
801
806B
80c
14
83
50

FIG. 64

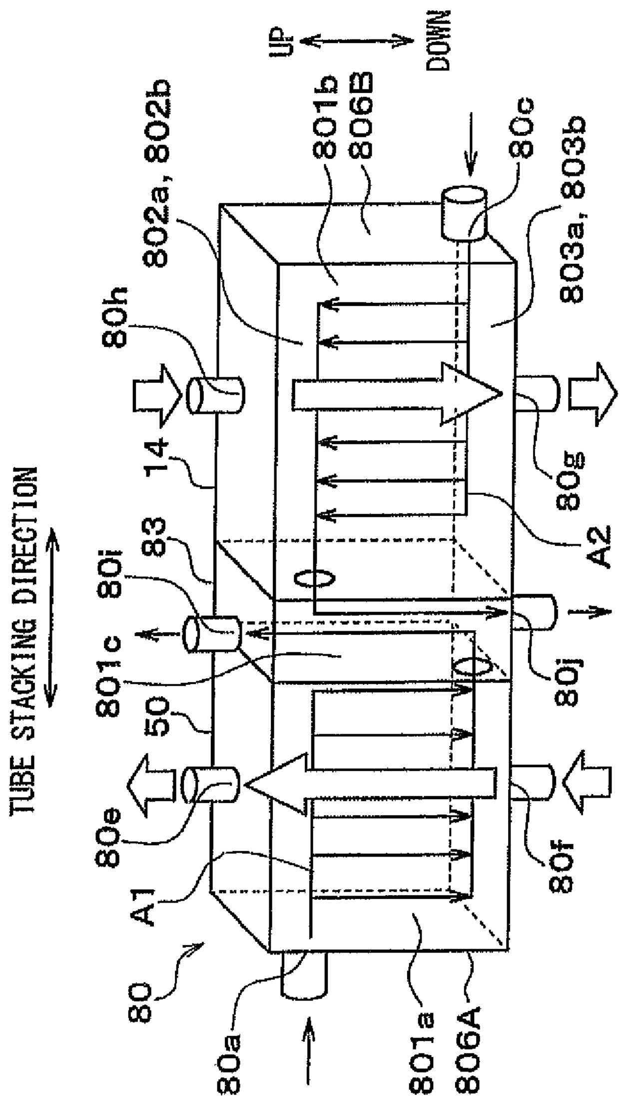
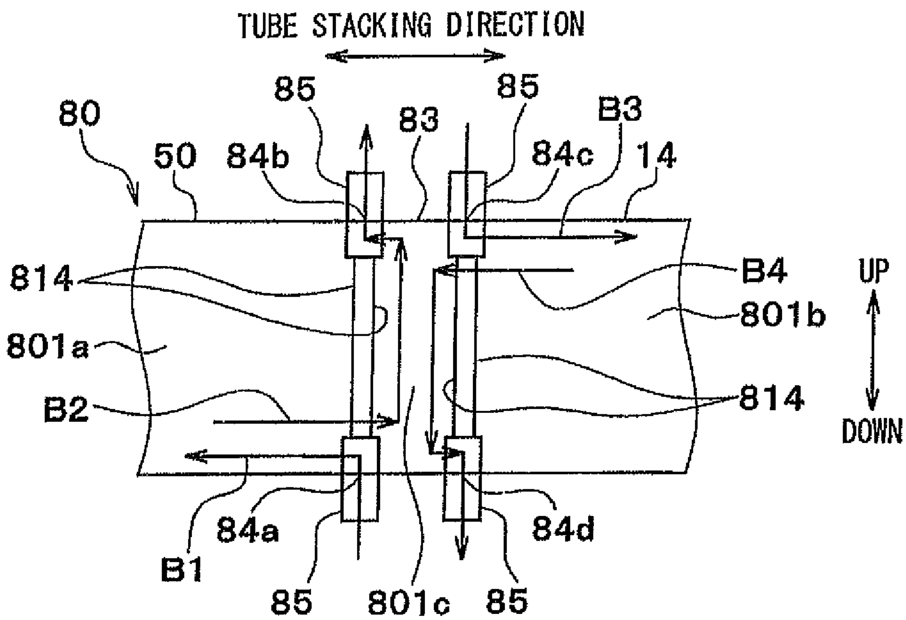

UP
DOWN
TUBE STACKING DIRECTION
802a, 802b
801b
806B
80c
80h
803a, 803b
14
80g
83
A2
80i
801c
80j
50
80e
80f
A1
80
80a
801a
806A

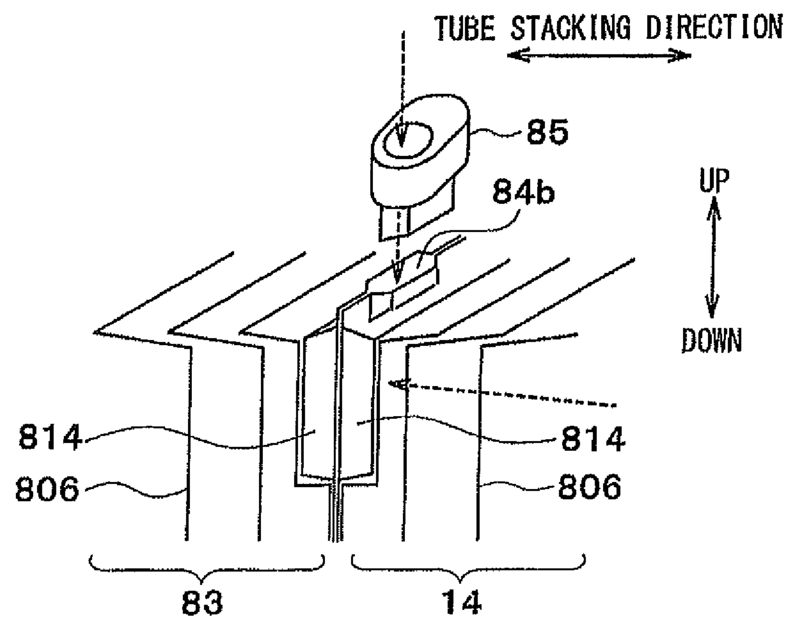
FIG. 65

FIG. 66



TUBE STACKING DIRECTION
85
85
83
B3
80
50
84b
84c
14
814
B4
UP
801b
801a
814
B2
DOWN
84a
84d
B1
85
801c
85

FIG. 67



TUBE STACKING DIRECTION
85
84b
UP
DOWN
814
814
806
806
83
14

FIG. 68

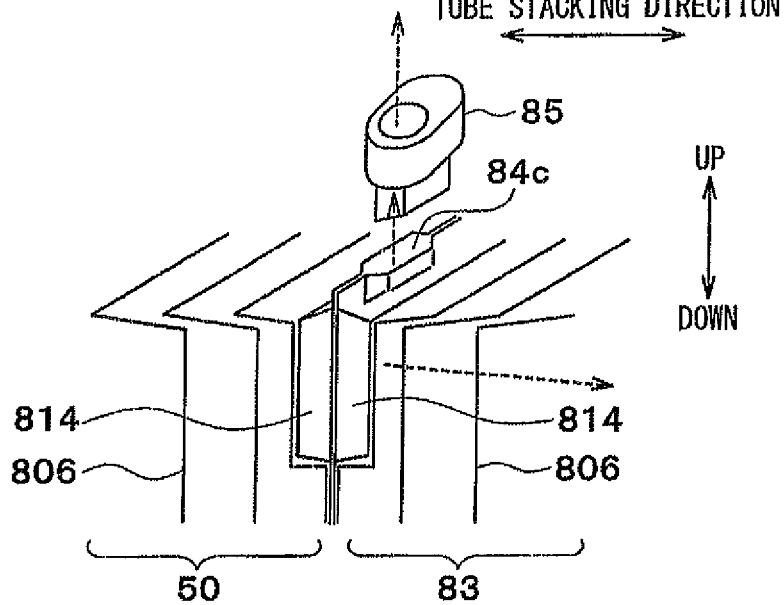

TUBE STACKING DIRECTION
85
84c
UP
DOWN
814
814
806
806
50
83

FIG. 69

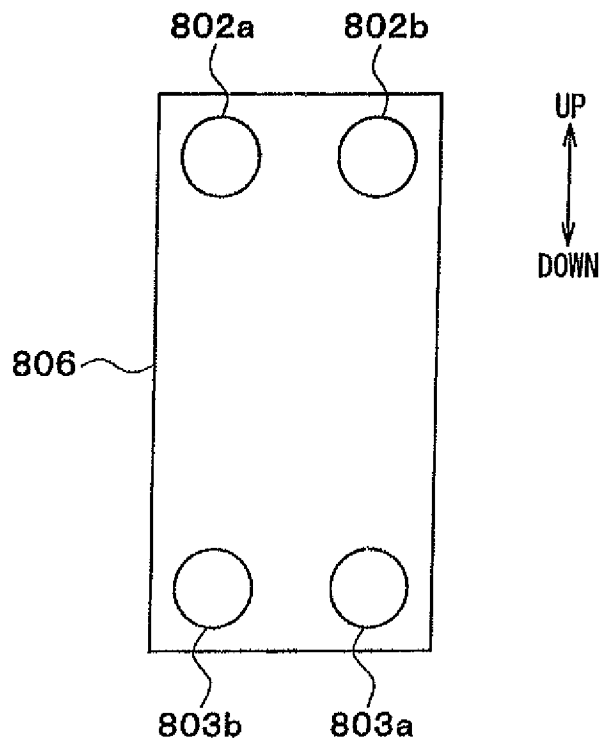

802a
802b
UP
DOWN
806
803b
803a

FIG. 70

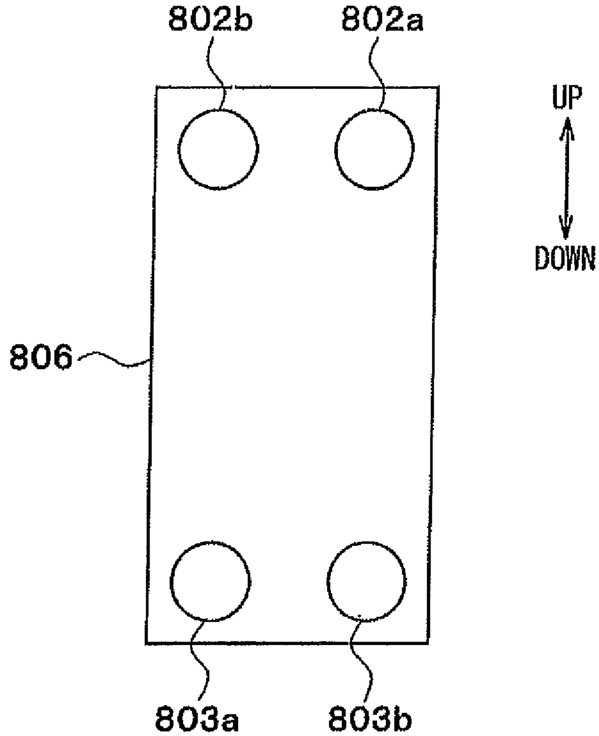

802b
802a
UP
DOWN
806
803a
803b

FIG. 71

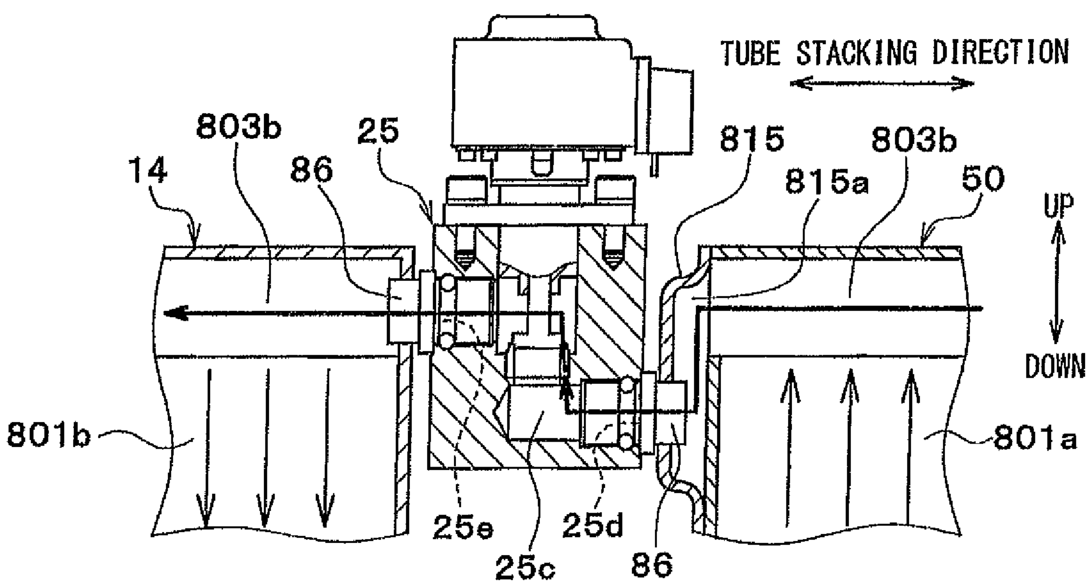

TUBE STACKING DIRECTION
803b
25
14
86
815
803b
815a
50
UP
DOWN
801b
801a
25e
25d
25c
86

FIG. 72

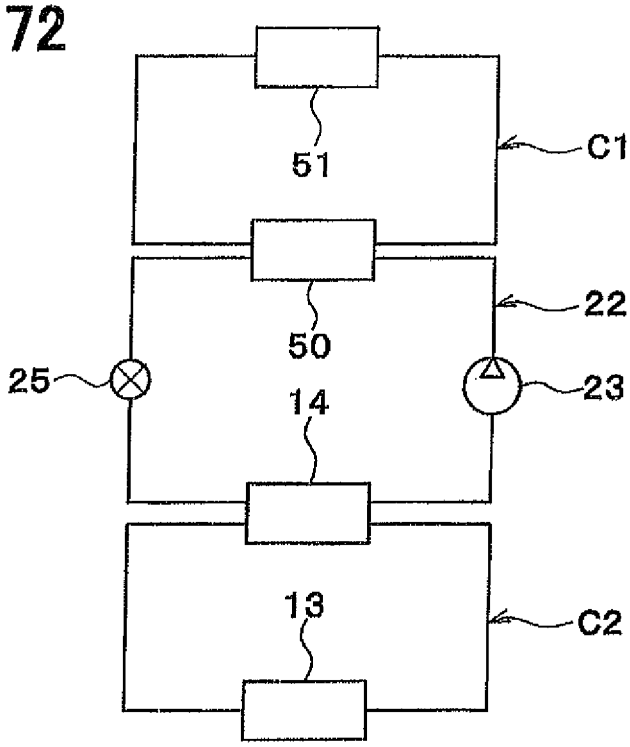
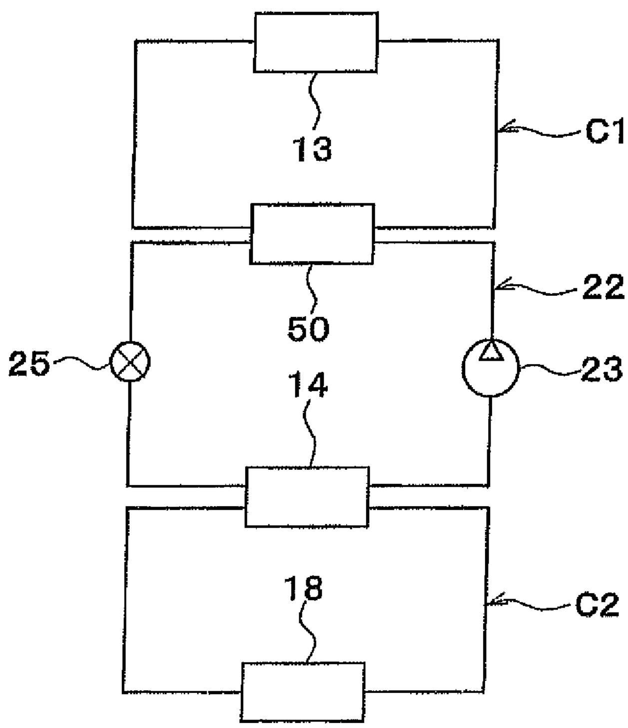


FIG. 73



HEAT EXCHANGER WITH A PLURALITY OF HEAT EXCHANGING PORTIONS

CROSS REFERENCE TO RELATED APPLICATION

This application is a divisional Application of U.S. patent application Ser. No. 14/376,277 filed on Aug. 1, 2014 which is a U.S. National Phase Application under 35 U.S.C. 371 of International Application No. PCT/JP2013/000521 filed on Jan. 31, 2013 and published in Japanese as WO 2013/114880 A1 on Aug. 8, 2013 which is based on Japanese Patent Applications No. 2012-020905 filed on Feb. 2, 2012, No. 2012-084444 filed on Apr. 3, 2012, and No. 2013-004966 filed on Jan. 15, 2013. The entire disclosures of all of the above applications are incorporated herein by reference.

FIELD OF THE INVENTION

The present disclosure relates to a heat exchanger for exchanging heat between a refrigerant and a heat medium.

BACKGROUND OF THE INVENTION

Conventionally, as disclosed in Patent Document 1, there is proposed a heat controller for cooling a motor generator, an inverter, a battery and a vehicle compartment of an electric vehicle.

The heat controller in the related art includes a cooling circuit for allowing a coolant for cooling the motor generator and the inverter to circulate therethrough, a first circulation circuit for allowing a coolant for cooling the battery and vehicle compartment to circulate therethrough, and a second circulation circuit for allowing a coolant passing through an outdoor heat exchanger and exchanging heat with outside air to circulate therethrough.

Further, the heat controller includes a first valve for connecting or disconnecting between the cooling circuit and the first circulation circuit, a second valve for connecting or disconnecting the cooling circuit to either the first circulation circuit or second circulation circuit, and a third valve for connecting or disconnecting between the cooling circuit and the second circulation circuit. The respective valves are controlled to switch the subject of connection of the cooling circuit between the first and second circulation circuits.

Heat can be transferred by a heat transfer device between the coolant circulating through the first circulation circuit and the coolant circulating through the second circulation circuit. The heat transfer device transfers the heat from the coolant at a low temperature to the coolant at a high temperature between the coolants in the first and second circulation circuits.

The heat of the coolant in the first circulation circuit is transferred to the coolant in the second circulation circuit by the heat transfer device, and the heat of the coolant in the second circulation circuit is dissipated into the outside by the outdoor heat exchanger, which can cool the battery and vehicle compartment.

The cooling circuit is connected to the first circulation circuit or second circulation circuit by use of the first to third valves, so that the heat of the coolant in the cooling circuit can be dissipated into the outside air by the outdoor heat exchanger in the second circulation circuit, thereby cooling the motor generator and inverter.

PRIOR ART DOCUMENT

Patent Document

PATENT DOCUMENT 1: JP 2011-121551A

SUMMARY OF INVENTION

The related art described above has an advantage that only one outdoor heat exchanger is required to cool a plurality of devices to be cooled, including the motor generator, the inverter, the battery, and the vehicle compartment in a cooling system. However, the entire circuit configuration might be complicated. In this case, as the number of devices to be cooled increases, the circuit configuration might become more complicated.

For example, the devices to be cooled, which require cooling, include an EGR cooler, an intake air cooler, and the like, in addition to the motor generator, the inverter, and the battery. Those devices to be cooled have different required cooling temperatures.

In order to appropriately cool the respective devices to be cooled, the coolant to circulate through the respective devices is proposed to be switchable among the devices, and thereby it leads to an increase in the number of the circulation circuits according to the number of devices to be cooled. Together with the increase, the number of valves for connecting/disconnecting between the cooling circuit and the respective circulation circuits is also increased, resulting in a very complicated structure of flow paths for connecting the respective circulation circuits and the cooling circuit.

For this reason, in order to simplify the system structure, a plurality of heat exchangers used for the cooling system is proposed to be combined (integrated) together. The combined (integrated) heat exchangers, however, have a plurality of inlets and outlets for fluids to be heat-exchanged, resulting in less flexibility in connection of pipes or arrangement of the heat exchangers.

The present disclosure has been made in view of the foregoing matters, and it is an object of the present disclosure to provide a heat exchanger having high flexibility in connection of pipes and arrangement of heat exchangers.

According to one aspect of the present disclosure, a heat exchanger includes: (i) a heat exchanging portion configured by stacking a plurality of refrigerant tubes through which a refrigerant in a vapor-compression refrigeration cycle flows, and a plurality of heat medium tubes through which a heat medium flows to exchange heat with the refrigerant; and (ii) a tank portion provided with at least one of a refrigerant tank space adapted to collect or distribute the refrigerant with respect to the refrigerant tubes, and a heat medium tank space adapted to collect or distribute the heat medium with respect to the heat medium tubes. In the heat exchanger, the heat exchanging portion and the tank portion are formed by bonding plate members. The heat exchanging portion includes a first heat exchanging portion in which heat is exchanged between the heat medium and the refrigerant on a high-pressure side of the vapor-compression refrigeration cycle, and a second heat exchanging portion in which heat is exchanged between the heat medium and the refrigerant on a low-pressure side of the vapor-compression refrigeration cycle. The tank portion is provided with a refrigerant inlet that allows the refrigerant to flow into the refrigerant tank space, a refrigerant outlet that allows the refrigerant to flow from the refrigerant tank space, a heat medium inlet that allows the heat medium to flow into the heat medium tank space, and a heat medium outlet that allows the heat medium to flow from the heat medium tank space. Furthermore, at least one of the refrigerant inlet, the refrigerant outlet, the heat medium inlet, and the heat medium outlet is disposed between both ends of the tank portion in a tube stacking direction of the refrigerant tubes and the heat medium tubes.

Thus, at least one of the refrigerant inlet, the refrigerant outlet, the heat medium inlet, and the heat medium outlet is disposed between both the ends of the tank portion in the tube stacking direction of the refrigerant tubes and the heat medium tubes, and thereby it is possible to increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where all the refrigerant inlet, refrigerant outlet, heat medium inlet, and heat medium outlet are disposed at both ends of the tank portion.

BRIEF DESCRIPTION OF DRAWINGS

FIG. **1** is an entire configuration diagram of a vehicle cooling system in a first reference example;

FIG. **2** is a diagram for explaining a first mode in the vehicle cooling system of FIG. **1**;

FIG. **3** is a diagram for explaining a second mode in the vehicle cooling system of FIG. **1**;

FIG. **4** is a diagram for explaining a third mode in the vehicle cooling system of FIG. **1**;

FIG. **5** is a perspective view showing a first switching valve and a second switching valve in the first reference example;

FIG. **6** is an exploded perspective view of the first switching valve of FIG. **5**;

FIG. **7** is a cross-sectional view of the first switching valve of FIG. **5**;

FIG. **8** is a cross-sectional view of the first switching valve of FIG. **5**;

FIG. **9** is a cross-sectional view of the first switching valve of FIG. **5**;

FIG. **10** is a cross-sectional view of the first switching valve of FIG. **5**;

FIG. **11** is a cross-sectional view of the first switching valve of FIG. **5**;

FIG. **12** is a cross-sectional view showing a first state of the first switching valve of FIG. **5**;

FIG. **13** is a cross-sectional view showing a second state of the first switching valve of FIG. **5**;

FIG. **14** is a cross-sectional view showing a third state of the first switching valve of FIG. **5**;

FIG. **15** is a block diagram showing an electric controller of the vehicle cooling system shown in FIG. **1**;

FIG. **16** is an entire configuration diagram of a vehicle cooling system according to a first embodiment of the invention;

FIG. **17** is a diagram for explaining a first mode in the vehicle cooling system of FIG. **16**;

FIG. **18** is a diagram for explaining a second mode in the vehicle cooling system of FIG. **16**;

FIG. **19** is a diagram for explaining a third mode in the vehicle cooling system of FIG. **16**;

FIG. **20** is a diagram for explaining a fourth mode in the vehicle cooling system of FIG. **16**;

FIG. **21** is a diagram for explaining a fifth mode in the vehicle cooling system of FIG. **16**;

FIG. **22** is a perspective view showing a coolant cooler and a condenser in the first embodiment;

FIG. **23** is a flowchart showing the flow of a control process performed by a controller of the first embodiment;

FIG. **24** is an entire configuration diagram of a vehicle cooling system according to a second embodiment of the invention;

FIG. **25** is a diagram for explaining a first mode in the vehicle cooling system of FIG. **24**;

FIG. **26** is a diagram for explaining a second mode in the vehicle cooling system of FIG. **24**;

FIG. **27** is a diagram for explaining a third mode in the vehicle cooling system of FIG. **24**;

FIG. **28** is a perspective view showing a coolant cooler, a condenser, and a supercooler in a second embodiment;

FIG. **29** is an entire configuration diagram of a vehicle cooling system according to a third embodiment of the invention;

FIG. **30** is a diagram for explaining a first mode in the vehicle cooling system of FIG. **29**;

FIG. **31** is a diagram for explaining a second mode in the vehicle cooling system of FIG. **29**;

FIG. **32** is a diagram for explaining a third mode in the vehicle cooling system of FIG. **29**;

FIG. **33** is an entire configuration diagram of a vehicle cooling system according to a fourth embodiment of the invention;

FIG. **34** is a diagram for explaining a first mode in the vehicle cooling system of FIG. **33**;

FIG. **35** is a diagram for explaining a second mode in the vehicle cooling system of FIG. **34**;

FIG. **36** is an entire configuration diagram of a vehicle cooling system according to a fifth embodiment of the invention;

FIG. **37** is a perspective view showing a coolant cooler, a condenser, and a supercooler in a sixth embodiment;

FIG. **38** is a perspective view showing a coolant cooler, a condenser, and an expansion valve in a seventh embodiment;

FIG. **39** is a diagram for explaining a first mode in a vehicle cooling system in a second reference example;

FIG. **40** is a diagram for explaining a second mode in a vehicle cooling system in the second reference example;

FIG. **41** is a diagram for explaining a third mode in a vehicle cooling system in the second reference example;

FIG. **42** is a diagram for explaining a fourth mode in a vehicle cooling system in the second reference example;

FIG. **43** is a block diagram showing an electric controller of the vehicle cooling system shown in the second reference example;

FIG. **44** is a flowchart showing the flow of a control process performed by a controller of the second reference example;

FIG. **45** is an entire configuration diagram of a vehicle cooling system according to a third reference example;

FIG. **46** is an entire configuration diagram of a vehicle cooling system according to a fourth reference example;

FIG. **47** is a perspective view showing a coolant cooler and a condenser in an eighth embodiment;

FIG. **48** is a perspective view of a cutout portion of parts of the coolant cooler and condenser shown in FIG. **47**;

FIG. **49** is a front view of the coolant cooler and condenser shown in FIG. **47**;

FIG. **50** is a side view of the coolant cooler and condenser shown in FIG. **47**;

FIG. **51** is a side view of a coolant cooler and a condenser in a first modified example of the eighth embodiment;

FIG. **52** is a front view of a coolant cooler and a condenser in a second modified example of the eighth embodiment;

FIG. **53** is a graph showing the performances of the coolant cooler and condenser shown in FIG. **52**;

FIG. **54** is a front view of a coolant cooler and a condenser in a third modified example of the eighth embodiment;

FIG. **55** is a graph showing the performances of the coolant cooler and condenser shown in FIG. **54**;

FIG. **56** is a perspective view showing a coolant cooler and a condenser in a ninth embodiment;

FIG. **57** is a perspective view of cutout parts of the coolant cooler and condenser shown in FIG. **56**;

FIG. **58** is a perspective view showing a coolant cooler and a condenser in a tenth embodiment;

FIG. **59** is a perspective view of cutout parts of the coolant cooler and condenser shown in FIG. **58**;

FIG. **60** is a perspective view showing a coolant cooler and a condenser in an eleventh embodiment;

FIG. **61** is a perspective view of cutout parts of the coolant cooler and condenser shown in FIG. **60**;

FIG. **62** is a perspective view showing a coolant cooler and a condenser in a twelfth embodiment;

FIG. **63** is a perspective view showing a coolant cooler, a condenser, and an auxiliary heat exchanger in a thirteenth embodiment;

FIG. **64** is a perspective view of cutout parts of the coolant cooler, condenser, and auxiliary heat exchanger shown in FIG. **63**;

FIG. **65** is an exemplary perspective view of the coolant cooler and condenser shown in FIG. **63**;

FIG. **66** is a front view showing a coolant cooler, a condenser, and an auxiliary heat exchanger in a fourteenth embodiment;

FIG. **67** is a perspective view showing a part near a first fluid outlet shown in FIG. **66**;

FIG. **68** is a perspective view showing a part near a second fluid outlet shown in FIG. **66**;

FIG. **69** is a front view of a plate member forming a condenser in a fifteenth embodiment;

FIG. **70** is a front view of a plate member forming a coolant cooler in the fifteenth embodiment;

FIG. **71** is a cross-sectional view showing a part near an expansion valve in the fifteenth embodiment;

FIG. **72** is an entire configuration diagram of a thermal management system in another embodiment of the invention; and

FIG. **73** is an entire configuration diagram of a thermal management system in another embodiment of the invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

In the following, preferred embodiments of the present invention and reference examples will be described with reference to the accompanying drawings. The same or equivalent parts in the respective embodiments and reference examples below are indicated by the same reference characters throughout the figures.

First Reference Example

A first reference example of the invention will be described below based on FIGS. **1** to **15**. The first reference example is as a precondition for a first embodiment to be described later. A vehicle cooling system **10** (vehicle thermal management system) shown in FIG. **1** is used to cool various devices mounted on a vehicle (devices requiring cooling or heating) or an interior of the vehicle to an appropriate temperature.

In this reference example, the cooling system **10** is applied to a hybrid car that can obtain the driving force for traveling from both an internal combustion engine (engine) and an electric motor for traveling.

The hybrid car of this reference example is configured as a plug-in hybrid car that can charge a battery (vehicle-mounted battery) mounted on the vehicle with power supplied from an external power source (commercial power source) during stopping of the vehicle. For example, a lithium ion battery can be used as the battery.

A driving force output from an engine is used not only for traveling of the vehicle, but also for operating a generator. Power generated by the generator and power supplied from the external power source can be stored in the battery. The power stored in the battery can be supplied not only to the electric motor for traveling, but also to various vehicle-mounted devices, such as electric components included in the cooling system.

As shown in FIG. **1**, the cooling system **10** includes a first pump **11**, a second pump **12**, a radiator **13**, a coolant cooler **14**, a battery cooler **15**, an inverter cooler **16**, an exhaust gas cooler **17**, a cooler core **18**, a first switching valve **19**, and a second switching valve **20**.

The first pump **11** and the second pump **12** are an electric pump for sucking and discharging the coolant (heat medium). The coolant is preferably liquid containing at least ethylene glycol or dimethylpolysiloxane.

The radiator **13** is a heat exchanger for heat dissipation (radiator) that dissipates heat of the coolant into the outside air by exchanging heat between the coolant and the outside air. The coolant outlet side of the radiator **13** is connected to the coolant suction side of the first pump **11**. An outdoor blower **21** is an electric blower for blowing the outside air to the radiator **13**. The radiator **13** and the outdoor blower **21** are disposed at the forefront of the vehicle. Thus, during traveling of the vehicle, the radiator **13** can face the traveling air.

The coolant cooler **14** is a cooling device for cooling the coolant by exchanging heat between the coolant and a low-pressure refrigerant of a refrigeration cycle **22**. The coolant inlet side of the coolant cooler **14** is connected to the coolant discharge side of the second pump **12**.

The coolant cooler **14** serves as an evaporator of the refrigeration cycle **22**. The refrigeration cycle **22** is an evaporation compression refrigerator which includes a compressor **23**, a condenser **24**, an expansion valve **25**, and the coolant cooler **14** as the evaporator. The refrigeration cycle **22** of this reference example employs a fluorocarbon refrigerant as the refrigerant, and forms a subcritical refrigeration cycle whose high-pressure side refrigerant pressure does not exceed the critical pressure of the refrigerant.

The compressor **23** is an electric compressor driven by power supplied from the battery. The compressor **23** sucks and compresses the refrigerant in the refrigeration cycle **22** to discharge the compressed refrigerant therefrom. The condenser **24** is a high-pressure side heat exchanger for condensing a high-pressure refrigerant by exchanging heat between the outside air and the high-pressure refrigerant discharged from the compressor **23**.

The expansion valve **25** is a decompression device for decompressing and expanding a liquid-phase refrigerant condensed by the condenser **24**. The coolant cooler **14** is a low-pressure side heat exchanger for evaporating a low-pressure refrigerant by exchanging heat between the coolant and the low-pressure refrigerant decompressed and expanded by the expansion valve **25**. The gas-phase refrigerant evaporated at the coolant cooler **14** is sucked into and compressed by the compressor **23**.

The radiator **13** serves to cool the coolant by the outside air, while the coolant cooler **14** serves to cool the coolant by the low-pressure refrigerant of the refrigeration cycle **22**. Thus, the temperature of the coolant cooled by the coolant cooler **14** is lower than that of the coolant cooled by the radiator **13**.

Specifically, the radiator **13** cannot cool the coolant to a temperature lower than that of the outside air, whereas the coolant cooler **14** can cool the coolant to a temperature lower than that of the outside air.

Hereinafter, the coolant cooled by the outside air in the radiator **13** is referred to as an "intermediate-temperature coolant", and the coolant cooled by the low-pressure refrigeration of the refrigerant cycle **22** in the coolant cooler **14** is referred to as a "low-temperature coolant".

Each of the coolant cooler **14**, the battery cooler **15**, the inverter cooler **16**, the exhaust gas cooler **17**, and the cooler core **18** is the device to be cooled (device for temperature adjustment), which is cooled (or whose temperature is adjusted) by either the intermediate-temperature coolant or the low-temperature coolant.

The battery cooler **15** has a flow passage for coolant, and cools the battery by dissipating the heat of the battery into the coolant. The battery preferably has its temperature maintained in a range of about 10 to 40° C. for the purpose of preventing the reduction in output, a decrease in charging efficiency, degradation, and the like.

The inverter cooler **16** has a flow passage for coolant, and cools the inverter by dissipating the heat of the inverter into the coolant. The inverter is a power converter that converts a direct-current (DC) power supplied from the battery to an alternating-current (AC) voltage to output the AC voltage to an electric motor for traveling. The inverter preferably has its temperature maintained at 65° C. or lower for the purpose of preventing the degradation thereof or the like.

The exhaust gas cooler **17** has a flow passage for coolant, and cools exhaust gas by dissipating the heat of the exhaust gas of the engine into the coolant. The exhaust gas cooled by the exhaust gas cooler **17** is returned to the intake side of the engine. The exhaust gas returned to the intake side of the engine preferably has its temperature maintained in a range of 40 to 100° C. for the purpose of reducing the engine loss, and preventing knocking and generation of NOX, and the like.

The cooler core **18** is a heat exchanger for cooling that cools blast air by exchanging heat between the coolant and the blast air. An indoor blower **26** is an electric blower for blowing the outside air to the cooler core **18**. The cooler core **18** and the indoor blower **26** are disposed inside a casing **27** of the indoor air conditioning unit.

Each of the first and second switching valves **19** and **20** is a flow switching device that switches the flow of coolant. The first switching valve **19** and the second switching valve have the same basic structure. However, the first switching valve **19** differs from the second switching valve **20** in that an inlet and outlet for the coolant are reversed to each other.

The first switching valve **19** includes two inlets **19***a* and **19***b* as an inlet for the coolant, and four outlets **19***c*, **19***d*, **19***e*, and **19***f* as an outlet for the coolant.

The inlet **19***a* is connected to the coolant discharge side of the first pump **11**. The inlet **19***b* is connected to the coolant outlet side of the coolant cooler **14**.

The outlet **19***c* is connected to the coolant inlet side of the cooler core **18**. The outlet **19***d* is connected to the coolant inlet side of the exhaust gas cooler **17**. The outlet **19***e* is connected to the coolant inlet side of the battery cooler **15**. The outlet **19***f* is connected to the coolant inlet side of the inverter cooler **16**.

The second switching valve **20** includes inlets **20***a*, **20***b*, **20***c*, and **20***d* as an inlet for the coolant, and outlets **20***e*, and **20***f* as an outlet for the coolant.

The inlet **20***a* is connected to the coolant outlet side of the cooler core **18**. The inlet **20***b* is connected to the coolant outlet side of the exhaust gas cooler **17**. The inlet **20***c* is connected to the coolant outlet side of the battery cooler **15**. The inlet **20***d* is connected to the coolant outlet side of the inverter cooler **16**.

The outlet **20***e* is connected to the coolant inlet side of the radiator **13**. The outlet **20***f* is connected to the coolant suction side of the second pump **12**.

The first switching valve **19** is configured to be capable of switching among three types of communication states between the inlets **19***a* and **19***b*, and the outlets **19***c*, **19***d*, **19***e*, and **19***f*. The second switching valve **20** is also configured to be capable of switching among three types of communication states between the inlets **20***a*, **20***b*, **20***c*, and **20***d*, and the outlets **20***e* and **20***f*.

FIG. **2** shows the operation (first mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a first state.

In the first state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, **19***e*, and **19***f*, and also connects the inlet **19***b* with the outlet **19***c*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***d*, **19***e*, and **19***f* as indicated by alternate long and short dashed arrows in FIG. **2**, and also allows the coolant entering the inlet **19***b* to flow out of the outlet **19***c* as indicated by a solid arrow in FIG. **2**.

In the first state, the second switching valve **20** connects the inlets **20***b*, **20***c*, and **20***d* with the outlet **20***e*, and also connects the inlet **20***a* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b*, **20***c*, and **20***d* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIG. **2**, and also allows the coolant entering the inlet **20***a* to flow out of the outlet **20***f* as a solid arrow in FIG. **2**.

FIG. **3** shows the operation (second mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a second state.

In the second state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, and **19***f*, and also connects the inlet **19***b* with the outlets **19***c* and **19***e*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***d*, and **19***f* as indicated by alternate long and short dashed arrows in FIG. **3**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c* and **19***e* as solid arrows in FIG. **3**.

In the second state, the second switching valve **20** connects the inlets **20***a* and **20***c* with the outlet **20***f*, and also connects the inlets **20***b* and **20***d* with the outlet **20***e*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b* and **20***d* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIG. **3**, and also allows the coolant entering the inlets **20***a* and **20***c* to flow out of the outlet **20***f* as solid arrows in FIG. **3**.

FIG. **4** shows the operation (third mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a third state.

In the third state, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d*, and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, and **19***f*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlet **19***d* as indicated by an alternate long and short dashed arrow in FIG. **4**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c*, **19***e*, and **19***f* as solid arrows in FIG. **4**.

In the third state, the second switching valve **20** connects the inlet **20***b* with the outlet **20***e* and also connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlet **20***b* to flow out of the outlet **20***e* as indicated by an alternate long and short dashed arrow in FIG. **4**, and also allows the coolant entering the inlets **20***a*, **20***c*, and **20***d* to flow out of the outlet **20***f* as indicated by a solid arrow in FIG. **3**.

As shown in FIG. **5**, the first switching valve **19** and the second switching valve **20** include rotary shafts **191** and **201** of valve elements, respectively. A rotation force of an output shaft **30***a* of an electric motor **30** for a switching valve is transferred to the rotary shafts **191** and **201** via gears **31**, **32**, **33**, and **34**. Thus, by the common electric motor **30** for a switching valve, the valve element of the first switching valve **19** and the valve element of the second switching valve **20** are driven to cooperatively rotate.

Alternatively, an electric motor for a switching valve may be individually provided in each of the first and the second switching valves **19** and **20**. In such a case, the operations of the two electric motors for the switching valves may be cooperatively controlled, so that the valve elements of the first and second switching valves **19** and **20** can be driven to cooperatively rotate.

The first switching valve **19** and the second switching valve **20** have the same basic structure. In the following, the specific structure of the first switching valve **19** will be described, and thus the description of the specific structure of the second switching valve **20** will be omitted.

The first switching valve **19** includes a case **192** serving as an outer shell. The case **192** is formed in a substantially cylindrical shape extending in the longitudinal direction of the rotary shaft **191** of the valve element (in the vertical direction of FIG. **5**). The rotary shaft **191** of the valve element penetrates one end surface (upper end surface shown in FIG. **5**) of the case **192**.

The cylindrical surface of the case **192** has outer and inner diameters thereof decreased in four stages from one end side (upper end side of FIG. **5**) to the other end side (other end side of FIG. **5**). Specifically, at the cylindrical surface of the case **192**, a first cylindrical portion **192***a* with the largest outer and inner diameters, a second cylindrical portion **192***b* with the second largest outer and inner diameters, a third cylindrical portion **192***c* with the third largest outer and inner diameters, and a fourth cylindrical portion **192***d* with the smallest outer and inner diameters are formed in that order from the one end side to the other end side.

The first cylindrical portion **192***a* is provided with the outlet **19***c*. The second cylindrical portion **192***b* is provided with the outlet **19***d*. The third cylindrical portion **192***c* is provided with the outlet **19***e*. The fourth cylindrical portion **192***d* is provided with the outlet **19***f*.

As shown in FIG. **6**, at the other end surface of the case **192** (lower end surface shown in FIG. **6**), the inlet **19***a* for coolant and the inlet **19***b* for coolant are formed.

An inner cylindrical member **193** is inserted into an internal space of the case **192**. The inner cylindrical member **193** is formed in a cylindrical shape with constant inner and outer diameters, and positioned coaxially with respect to the case **192**. One end of the inner cylindrical member **193** on the other end side of the case **192** (the lower end thereof shown in FIG. **6**) is fixed in intimate contact with the other end surface of the case **192**.

A partition plate **193***a* is provided within the inner cylindrical member **193**. The partition plate **193***a* is formed across the entire area of the inner cylindrical member **193** in the axial direction thereof to partition the internal space of the inner cylindrical member **193** into two half-round spaces **193***b* and **193***c*.

The first space **193***b* of the two spaces **193***b* and **193***c* communicates with the inlet **19***a* of the case **192**, and the second space **193***c* thereof communicates with the inlet **19***b* of the case **192**.

The cylindrical surface of the inner member **193** is provided with four openings **193***d*, **193***e*, **193***f*, and **193***g* communicating with the first space **193***b*, and four openings **193***h*, **193***i*, **193***j*, and **193***k* communicating with the second space **193***c*.

With the inner cylindrical member **193** inserted into the case **192**, the openings **193***d* and **193***h* of the inner cylindrical member **193** are opposed to the first cylindrical portion **192***a* of the cylindrical member **193**, the openings **193***e* and **193***i* are opposed to the second cylindrical portion **192***b* of the inner cylindrical member **193**, the openings **193***f* and **193***j* are opposed to the third cylindrical portion **192***c* of the inner cylindrical member **193**, and the openings **193***g* and **193***k* are opposed to the fourth cylindrical portion **192***d* of the inner cylindrical member **193**.

A valve element **194** for opening and closing eight openings **193***d* to **193***k* of the inner cylindrical member **193** is inserted into between the case **192** and the inner cylindrical member **193**. The valve element **194** is formed in a substantially cylindrical shape, and positioned coaxially with respect to the case **192** and the inner cylindrical member **193**.

A rotary shaft **191** is fixed to the center of one end surface (upper end surface of FIG. **6**) of the valve element **194**. The valve element **194** is rotatable with the rotary shaft **191** centered with respect to the case **192** and the inner cylindrical member **193**.

The inner diameter of the valve element **194** is set constant, like the outer diameter of the inner cylindrical member **193**. Like the inner diameter of the case **192**, the outer diameter of the valve element **194** is decreased in four stages from one end side to the other end side thereof.

Specifically, at the outer peripheral surface of the valve element **194**, a first cylindrical portion **194***a* with the largest outer diameter, a second cylindrical portion **194***b* with the second largest outer diameter, a third cylindrical portion **194***c* with the third largest outer diameter, and a fourth cylindrical portion **194***d* with the smallest outer diameter are formed in that order from the one end side to the other end side.

With the valve element **194** inserted into between the case **192** and the inner cylindrical member **193**, the first cylindrical portion **194***a* of the valve element **194** is opposed to the first cylindrical portion **192***a* of the case **192**, the second cylindrical portion **194***b* of the valve element **194** is opposed to the second cylindrical portion **192***b* of the case **192**, the third cylindrical portion **194***c* of the valve element **194** is opposed to the third cylindrical portion **194***c* of the case **192**, and the fourth cylindrical portion **194***d* of the valve element **194** is opposed to the fourth cylindrical portion **194***d* of the case **192**.

A plurality of holes **194***e* is formed at the first cylindrical portion **194***a* of the valve element **194**. A plurality of holes **194***f* is formed at the second cylindrical portion **194***b* of the valve element **194**. A plurality of holes **194***g* is formed at the third cylindrical portion **194***c* of the valve element **194**. A plurality of holes **194***h* is formed at the fourth cylindrical portion **194***d* of the valve element **194**.

FIG. **7** is a cross-sectional view of the first switching valve **19** taken at a part of the first cylindrical portion **194***a* of the valve element **194** in the direction perpendicular to the axial direction thereof.

The three holes **194***e* of the first cylindrical portion **194***a* of the valve element **194** are formed in the circumferential direction of the first cylindrical portion **194***a*. When the valve element **194** is located in a predetermined rotating position, the holes **194***e* are superimposed over the openings **193***d* and **193***h* of the inner cylindrical member **193**.

A packing **195** is fixed to the periphery of each of the openings **193***d* and **193***h* of the inner cylindrical member **193**. The packing **195** is in intimate contact with the first cylindrical portion **194***a* of the valve element **194**, and serves to seal a gap between the first cylindrical portion **194***a* and the openings **193***d* and **193***h* of the inner cylindrical member **193** in a liquid-tight manner.

A first ring-like space **196***a* is formed between the first cylindrical portion **194***a* of the valve element **194** and the first cylindrical portion **192***a* of the case **192**. The first ring-like space **196***a* communicates with the outlet **19***c*.

FIG. **8** is a cross-sectional view of the first switching valve **19** taken at a part of the second cylindrical portion **194***b* of the valve element **194** in the direction perpendicular to the axial direction thereof.

The three holes **194***f* of the second cylindrical portion **194***b* of the valve element **194** are formed in the circumferential direction of the second cylindrical portion **194***b*. When the valve element **194** is located in a predetermined rotating position, the holes **194***f* are superimposed over the openings **193***e* and **193***i* of the inner cylindrical member **193**.

The packing **195** is fixed to the periphery of each of the openings **193***e* and **193***i* of the inner cylindrical member **193**. The packing **195** is in intimate contact with the second cylindrical portion **194***b* of the valve element **194**, and serves to seal a gap between the second cylindrical portion **194***b* and the openings **193***e* and **193***i* of the inner cylindrical member **193** in a liquid-tight manner.

A second ring-like space **196***b* is formed between the second cylindrical portion **194***b* of the valve element **194** and the second cylindrical portion **192***b* of the case **192**. The second ring-like space **196***b* communicates with the outlet **19***d*.

FIG. **9** is a cross-sectional view of the first switching valve **19** taken at a part of the third cylindrical portion **194***c* of the valve element **194** in the direction perpendicular to the axial direction thereof.

The three holes **194***g* of the third cylindrical portion **194***c* of the valve element **194** are formed in the circumferential direction of the third cylindrical portion **194***c*. When the valve element **194** is located in a predetermined rotating position, the holes **194***g* are superimposed over the openings **193***f* and **193***j* of the inner cylindrical member **193**.

The packing **195** is fixed to the periphery of each of the openings **193***f* and **193***j* of the inner cylindrical member **193**. The packing **195** is in intimate contact with the third cylindrical portion **194***c* of the valve element **194**, and serves to seal a gap between the third cylindrical portion **194***c* and the openings **193***f* and **193***j* of the inner cylindrical member **193** in a liquid-tight manner.

A third ring-like space **196***c* is formed between the third cylindrical portion **194***c* of the valve element **194** and the third cylindrical portion **192***c* of the case **192**. The third ring-like space **196***c* communicates with the outlet **19***e*.

FIG. **10** is a cross-sectional view of the first switching valve **19** taken at a part of the fourth cylindrical portion **194***d* of the valve element **194** in the direction perpendicular to the axial direction thereof.

The three holes **194***h* of the fourth cylindrical portion **194***d* of the valve element **194** are formed in the circumferential direction of the third cylindrical portion **194***c*. When the valve element **194** is located in a predetermined rotating position, the holes **194***h* are superimposed over the openings **193***g* and **193***k* of the inner cylindrical member **193**.

The packing **195** is fixed to the periphery of each of the openings **193***g* and **193***k* of the inner cylindrical member **193**. The packing **195** is in intimate contact with the fourth cylindrical portion **194***d* of the valve element **194**, and serves to seal a gap between the fourth cylindrical portion **194***d* and the openings **193***g* and **193***k* of the inner cylindrical member **193** in a liquid-tight manner.

A fourth ring-like space **196***d* is formed between the fourth cylindrical portion **194***d* of the valve element **194** and the fourth cylindrical portion **192***d* of the case **192**. The fourth ring-like space **196***d* communicates with the outlet **19***f*.

As shown in FIG. **11**, a gap between the first ring-like space **196***a* and the second ring-like space **196***b* is sealed by a packing **197** in a liquid-tight manner. The packing **197** is formed in a ring-like shape so as to have its entire periphery sandwiched between a stepped surface of the valve element **194** and a stepped surface of the case **192**.

Although not shown, a gap between the second and third ring-like spaces **196***b* and **196***c*, as well as a gap between the third and fourth ring-like spaces **196***c* and **196***d* are also sealed by the ring-like packing **197** in the liquid-tight manner.

The first state of the first switching valve **19** will be described below based on FIG. **12**. FIG. **12** is a cross-sectional view of the first switching valve **19** taken at a part of the first cylindrical portion **194***a* of the valve element **194** in the direction perpendicular to the axial direction thereof. For better understanding of the description, FIG. **12** illustrates only one of three holes of each of the types **194***e*, **194***f*, **194***g*, and **194***h* while omitting the illustration of other remaining two holes **194***e*, **194***f*, **194***g*, and **194***h* of each type.

In the first state, the valve element **194** is rotated to the position shown in FIG. **12**, so that the hole **194***e* of the first cylindrical portion **194***a* of the valve element **194** is superimposed over the opening **193***h* on the second space **193***c* side of the inner cylindrical member **193**, thereby causing the first cylindrical portion **194***a* of the valve element **194** to close the opening **193***d* on the first space **193***b* side of the inner cylindrical member **193**.

Thus, as indicated by the solid arrows in FIG. **12**, the second space **193***c* of the inner cylindrical member **193** communicates with the outlet **19***c* via the opening **193***h* of the inner cylindrical member **193**, the hole **194***e* of the valve element **194**, and the first ring-like space **196***a*. On the other hand, the first space **193***b* of the inner cylindrical member **193** does not communicate with the outlet **19***c*.

Accordingly, in the first state, the outlet **19***c* communicates with the inlet **19***b*, and not with the inlet **19***a*.

Although not shown, in the first state, the hole **194***f* of the second cylindrical portion **194***b* of the valve element **194** is superimposed over the opening **193***e* on the first space **193***b* side of the inner cylindrical member **193**, thereby causing the second cylindrical portion **194***b* of the valve element **194** to close the opening **193***i* on the second space **193***c* side of the inner cylindrical member **193**.

Thus, as indicated by a dashed arrow in FIG. **12**, the first space **193***b* of the inner cylindrical member **193** communicates with the outlet **19***d*, and the second space **193***c* of the inner cylindrical member **193** does not communicate with the outlet **19***d*. Accordingly, the outlet **19***d* communicates with the inlet **19***a*, and not with the inlet **19***b*.

Although not shown, in the first state, the hole **194***g* of the third cylindrical portion **194***c* of the valve element **194** is superimposed over the opening **193***f* on the first space **193***b* side of the inner cylindrical member **193**, thereby causing the third cylindrical portion **194***c* of the valve element **194** to close the opening **193***j* on the second space **193***c* side of the inner cylindrical member **193**.

Thus, as indicated by a dashed arrow in FIG. **12**, the first space **193***b* of the inner cylindrical member **193** communicates with the outlet **19***e*, and the second space **193***c* of the inner cylindrical member **193** does not communicate with the outlet **19***e*. Accordingly, the outlet **19***e* communicates with the inlet **19***a*, and not with the inlet **19***b*.

Although not shown, in the first state, the hole **194***h* of the fourth cylindrical portion **194***d* of the valve element **194** is superimposed over the opening **193***g* on the first space **193***b* side of the inner cylindrical member **193**, thereby causing the fourth cylindrical portion **194***d* of the valve element **194** to close the opening **193***k* on the second space **193***c* side of the inner cylindrical member **193**.

Thus, as indicated by the dashed arrow of FIG. **12**, the first space **193***b* of the inner cylindrical member **193** communicates with the outlet **19***f*, and the second space **193***c* of the inner cylindrical member **193** does not communicate with the outlet **19***f*. Accordingly, the outlet **19***f* communicates with the inlet **19***a*, and not with the inlet **19***b*.

The second state of the first switching valve **19** will be described below based on FIG. **13**. FIG. **13** is a cross-sectional view of the first switching valve **19** taken at a part of the first cylindrical portion **194***a* of the valve element **194** in the direction perpendicular to the axial direction thereof. For better understanding of the description, FIG. **13** illustrates only one of three holes of each of the types **194***e*, **194***f*, **194***g*, and **194***h* while omitting the illustration of other remaining two holes **194***e*, **194***f*, **194***g*, and **194***h* of each type.

In the second state, the valve element **194** is rotated to the position shown in FIG. **13**, so that the hole **194***e* of the first cylindrical portion **194***a* of the valve element **194** is superimposed over the opening **193***h* on the second space **193***c* side of the inner cylindrical member **193**, thereby causing the first cylindrical portion **194***a* of the valve element **194** to close the opening **193***d* on the first space **193***b* side of the inner cylindrical member **193**.

Thus, as indicated by a solid arrow in FIG. **13**, the second space **193***c* of the inner cylindrical member **193** communicates with the outlet **19***c*, and the first space **193***b* of the inner cylindrical member **193** does not communicate with the outlet **19***c*. Accordingly, the outlet **19***c* communicates with the inlet **19***b*, and not with the inlet **19***a*.

Although not shown, in the second state, the hole **194***f* of the second cylindrical portion **194***b* of the valve element **194** is superimposed over the opening **193***e* on the first space **193***b* side of the inner cylindrical member **193**, thereby causing the second cylindrical portion **194***b* of the valve element **194** to close the opening **193***i* on the second space **193***c* side of the inner cylindrical member **193**.

Thus, as indicated by a dashed arrow in FIG. **13**, the first space **193***b* of the inner cylindrical member **193** communicates with the outlet **19***d*, and the second space **193***c* of the inner cylindrical member **193** does not communicate with the outlet **19***d*. Accordingly, the outlet **19***d* communicates with the inlet **19***a*, and not with the inlet **19***b*.

Although not shown, in the second state, the hole **194***g* of the third cylindrical portion **194***c* of the valve element **194** is superimposed over the opening **193***j* on the second space **193***c* side of the inner cylindrical member **193**, thereby causing the third cylindrical portion **194***c* of the valve element **194** to close the opening **193***f* on the first space **193***b* side of the inner cylindrical member **193**.

Thus, as indicated by a dashed arrow in FIG. **13**, the second space **193***c* of the inner cylindrical member **193** communicates with the outlet **19***e*, and the first space **193***b* of the inner cylindrical member **193** does not communicate with the outlet **19***e*. Accordingly, the outlet **19***e* communicates with the inlet **19***b*, and not with the inlet **19***a*.

Although not shown, in the second state, the hole **194***h* of the fourth cylindrical portion **194***d* of the valve element **194** is superimposed over the opening **193***g* on the first space **193***b* side of the inner cylindrical member **193**, thereby causing the fourth cylindrical portion **194***d* of the valve element **194** to close the opening **193***k* on the second space **193***c* side of the inner cylindrical member **193**.

Thus, as indicated by the dashed arrow of FIG. **13**, the first space **193***b* of the inner cylindrical member **193** communicates with the outlet **19***f*, and the second space **193***c* of the inner cylindrical member **193** does not communicate with the outlet **19***f*. Accordingly, the outlet **19***f* communicates with the inlet **19***a*, and not with the inlet **19***b*.

The third state of the first switching valve **19** will be described below based on FIG. **14**. FIG. **14** is a cross-sectional view of the first switching valve **19** taken at a part of the first cylindrical portion **194***a* of the valve element **194** in the direction perpendicular to the axial direction thereof. For better understanding of the description, FIG. **14** illustrates only one of three holes of each of the types **194***e*, **194***f*, **194***g*, and **194***h* while omitting the illustration of other remaining two holes **194***e*, **194***f*, **194***g*, and **194***h* of each type.

In the third state, the valve element **194** is rotated to the position shown in FIG. **14**, so that the hole **194***e* of the first cylindrical portion **194***a* of the valve element **194** is superimposed over the opening **193***h* on the second space **193***c* side of the inner cylindrical member **193**, thereby causing the first cylindrical portion **194***a* of the valve element **194** to close the opening **193***d* on the first space **193***b* side of the inner cylindrical member **193**.

Thus, as indicated by a solid arrow in FIG. **14**, the second space **193***c* of the inner cylindrical member **193** communicates with the outlet **19***c*, and the first space **193***b* of the inner cylindrical member **193** does not communicate with the outlet **19***c*. Accordingly, the outlet **19***c* communicates with the inlet **19***b*, and not with the inlet **19***a*.

Although not shown, in the third state, the hole **194***f* of the second cylindrical portion **194***b* of the valve element **194** is superimposed over the opening **193***e* on the first space **193***b* side of the inner cylindrical member **193**, thereby causing the second cylindrical portion **194***b* of the valve element **194** to close the opening **193***i* on the second space **193***c* side of the inner cylindrical member **193**.

Thus, as indicated by a dashed arrow in FIG. **14**, the first space **193***b* of the inner cylindrical member **193** communicates with the outlet **19***d*, and the second space **193***c* of the inner cylindrical member **193** does not communicate with the outlet **19***d*. Accordingly, the outlet **19***d* communicates with the inlet **19***a*, and not with the inlet **19***b*.

Although not shown, in the third state, the hole **194***g* of the third cylindrical portion **194***c* of the valve element **194** is superimposed over the opening **193***j* on the second space **193***c* side of the inner cylindrical member **193**, thereby causing the third cylindrical portion **194***c* of the valve element **194** to close the opening **193***f* on the first space **193***b* side of the inner cylindrical member **193**.

Thus, as indicated by a dashed arrow in FIG. **14**, the second space **193***c* of the inner cylindrical member **193** communicates with the outlet **19***e*, and the first space **193***b* of the inner cylindrical member **193** does not communicate with the outlet **19***e*. Accordingly, the outlet **19***e* communicates with the inlet **19***b*, and not with the inlet **19***a*.

Although not shown, in the third state, the hole **194***h* of the fourth cylindrical portion **194***d* of the valve element **194** is superimposed over the opening **193***k* on the second space **193***c* side of the inner cylindrical member **193**, thereby causing the fourth cylindrical portion **194***d* of the valve element **194** to close the opening **193***g* on the first space **193***b* side of the inner cylindrical member **193**.

Thus, as indicated by a dashed arrow in FIG. **14**, the second space **193***c* of the inner cylindrical member **193** communicates with the outlet **19***f*, and the first space **193***b* of the inner cylindrical member **193** does not communicate with the outlet **19***f*. Accordingly, the outlet **19***f* communicates with the inlet **19***b*, and not with the inlet **19***a*.

Next, an electric controller of the cooling system **10** will be described with reference to FIG. **15**. A controller **40** is comprised of a known microcomputer, including CPU, ROM, RAM, and the like, and a peripheral circuit thereof. The controller **40** is a control device for controlling the operations of the devices connected to the output side, including the first pump **11**, the second pump **12**, the compressor **23**, the electric motor **30** for a switching valve, and the like by performing various kinds of computations and processing based on air conditioning control programs stored in the ROM.

The controller **40** is integrally structured with a control unit for controlling various devices for control connected to an output side of the controller. The control unit for controlling the operation of each of the devices for control includes a structure (hardware and software) that is adapted to control the operation of each of the devices for control.

In this reference example, particularly, the structure (hardware and software) that controls the operation of the electric motor **30** for a switching valve acts as a switching valve controller **40***a*. Obviously, the switching valve controller **40***a* may be independently provided from the controller **40**.

Detection signals from a group of sensors, including an inside air sensor **41**, an outside air sensor **42**, a water temperature sensor **43**, and the like are input to the input side of the controller **40**.

The inside air sensor **41** is a detector (inside air temperature detector) for detecting the temperature of inside air (temperature of the vehicle interior). The outside air sensor **42** is a detector (outside air temperature detector) for detecting the temperature of outside air. The water temperature sensor **43** is a detector (heat medium temperature detector) for detecting the temperature of coolant flowing therethrough directly after passing through the radiator **13**.

An operation signal is input from an air conditioning switch **44** to the input side of the controller **40**. The air conditioning switch **44** is a switch for switching an air conditioner between ON and OFF (in short, ON and OFF of cooling), and disposed near a dash board in the vehicle compartment.

Now, the operation of the above-mentioned structure will be described. When an outside air temperature detected by the outside air sensor **42** is equal to or lower than 15° C., the controller **40** performs the first mode shown in FIG. **2**. When an outside air temperature detected by the outside air sensor **42** ranges from more than 15° C. and to less than 40° C., the controller **40** performs the second mode shown in FIG. **3**. When an outside air temperature detected by the outside air sensor **42** is equal to or higher than 40° C., the controller **40** performs the third mode shown in FIG. **4**.

In the first mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the first state shown in FIG. **2** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, **19***e*, and **19***f*, and also connects the inlet **19***b* with the outlet **19***c*. The second switching valve **20** connects the inlets **20***b*, **20***c*, and **20***d* with the outlet **20***e*, and also connects the inlet **20***a* with the outlet **20***f*.

Accordingly, a first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the battery cooler **15**, the inverter cooler **16**, the exhaust gas cooler **17**, and the radiator **13**, whereas a second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, and the cooler core **18**.

That is, as indicated by alternate long and short dashed arrows in FIG. **2**, the coolant discharged from the first pump **11** is branched by the first switching valve **19** into the battery cooler **15**, the inverter cooler **16**, and the exhaust gas cooler **17**. Then, the coolant flows in parallel through the battery cooler **15**, the inverter cooler **16**, and the exhaust gas cooler **17** are collected into the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by a solid arrow in FIG. **2**, the coolant discharged from the second pump **12** flows through the coolant cooler **14** and then through the cooler core **18** via the first switching valve **19** into the second switching valve **20**. The coolant flows through the second switching valve **20**, thereby being sucked into the second pump **12**.

In this way, in the first mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the battery cooler **15**, the inverter cooler **16**, and the exhaust gas cooler **17**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the cooler core **18**.

As a result, the battery, the inverter, and the exhaust gas are cooled by the intermediate-temperature coolant, and the blast air into the vehicle interior is cooled by the low-temperature coolant.

For example, when the outside air temperature is about 15° C., the intermediate coolant cooled by the outside air in the radiator **13** becomes at a temperature of about 25° C., so that the intermediate-temperature coolant can sufficiently cool the battery, inverter, and exhaust gas.

The low-temperature coolant cooled by the low-pressure refrigerant of the refrigeration cycle **22** in the coolant cooler **14** becomes at about 0° C., so that the low-temperature coolant can sufficiently cool the blast air into the vehicle interior.

In the first mode, the battery, inverter, and exhaust gas are cooled by the outside air, which can effectively achieve the energy saving as compared to the case in which the battery, inverter, and exhaust gas are cooled by the low-pressure refrigerant of the refrigeration cycle **22**.

In the second mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the second state shown in FIG. **3** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d* and **19***f*, and also connects the inlet **19***b* with the outlets **19***c* and **19***e*. The second switching valve **20** connects the inlets **20***b* and **20***d* with the outlet **20***e*, and also connects the inlets **20***a* and **20***c* with the outlet **20***f*.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the inverter cooler **16**, the exhaust gas cooler **17**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the cooler core **18**, and the battery cooler **15**.

That is, as indicated by alternate long and short dashed arrows of FIG. **3**, the coolant discharged from the first pump **11** is branched by the first switching valve **19** into the inverter cooler **16** and the exhaust gas cooler **17**. Then, the coolants flowing in parallel through the inverter cooler **16** and the exhaust gas cooler **17** are collected into the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by solid arrows of FIG. **3**, the coolant discharged from the second pump **12** flows through the coolant cooler **14**, and is branched by the first switching valve **19** into the cooler core **18** and the battery cooler **15**. Then, the coolants flowing in parallel through the cooler core **18** and the battery cooler **15** are collected into the second switching valve **20** to be sucked into the second pump **12**.

That is, in the second mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the inverter cooler **16** and the exhaust gas cooler **17**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the cooler core **18** and the battery cooler **15**.

As a result, the inverter and the exhaust gas are cooled by the intermediate-temperature coolant, and the battery and the blast air into the vehicle interior are cooled by the low-temperature coolant.

For example, when the outside air temperature is about 25° C., the intermediate coolant cooled by the outside air in the radiator **13** becomes at a temperature of about 40° C., so that the intermediate-temperature coolant can sufficiently cool the inverter, and exhaust gas.

The low-temperature coolant cooled by the low-pressure refrigerant of the refrigeration cycle **22** in the coolant cooler **14** becomes at about 0° C., so that the battery and the blast air into the vehicle interior can be sufficiently cooled by the low-temperature coolant.

Since in the second mode the battery is cooled by the low-pressure refrigerant of the refrigeration cycle **22**, the battery can be sufficiently cooled even when the outside air cannot cool the battery adequately because of the high temperature of the outside air.

In the third mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the third state shown in FIG. **4** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d* and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, and **19***f*. The second switching valve **20** connects the inlet **20***b* with the outlet **20***e*, and also connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***f*.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the exhaust gas cooler **17**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the cooler core **18**, the battery cooler **15**, and the inverter cooler **16**.

That is, as indicated by an alternate long and short dashed arrow in FIG. **4**, the coolant discharged from the first pump **11** flows through the exhaust gas cooler **17** via the first switching valve **19**, and then through the radiator **13** via the second switching valve **20**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by solid arrows in FIG. **4**, the coolant discharged from the second pump **12** flows through the coolant cooler **14**, and is branched by the first switching valve **19** into the cooler core **18**, the battery cooler **15**, and the inverter cooler **16**. Then, the coolants flowing in parallel through the cooler core **18**, the battery cooler **15**, and the inverter cooler **16** are collected into the second switching valve **20** to be sucked into the second pump **12**.

Thus, in the third mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the exhaust gas cooler **17**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the cooler core **18**, the battery cooler **15**, and the inverter cooler **16**.

Thus, the exhaust gas is cooled by the coolant cooled by the radiator **13**, and the blast air into the vehicle interior, the battery, and the inverter are cooled by the coolant cooled by the coolant cooler **14**.

For example, when the outside air temperature is about 40° C., the intermediate-temperature coolant cooled by the outside air in the radiator **13** becomes at a temperature of about 50° C., so that the intermediate-temperature coolant can sufficiently cool the exhaust gas.

The low-temperature coolant cooled by the low-pressure refrigerant of the refrigeration cycle **22** in the coolant cooler **14** becomes at about 0° C., so that the blast air into the vehicle interior, the battery, and the inverter can be sufficiently cooled by the low-temperature coolant.

Since in the third mode the battery and the inverter are cooled by the low-pressure refrigerant of the refrigeration cycle **22**, the battery and the inverter can be sufficiently cooled even when the outside air cannot cool the battery and the inverter adequately because of the very high temperature of the outside air.

This reference example employs the simple structure in which the devices **15**, **16**, **17**, and **18** to be cooled are connected in parallel between the first and second switching valves **19** and **20** to thereby switch the coolants circulating through the respective devices **15**, **16**, **17**, and **18** to be cooled among the devices.

Specifically, the outside air temperature is detected as a temperature associated with the temperature of the coolant obtained after the heat exchange by the radiator **13**, and then based on the outside air temperature detected, the operations of the first switching valve **19** and the second switching valve **20** are controlled to thereby perform the first to third modes. Thus, the coolant circulating through each of the devices **15**, **16**, **17**, and **18** to be cooled can be switched among the devices according to the temperature of the coolant obtained after the heat exchange by the radiator **13**.

More specifically, when the outside air temperature is lower than a predetermined temperature (15° C. in this embodiment), the first mode is performed to allow the coolant to circulate between the first pump **11** and each of the devices **15**, **16**, **17**, and **18** to be cooled. When the outside air temperature is higher than the predetermined temperature (15° C. in this embodiment), the operation is shifted from the second mode to the third mode as the outside air temperature becomes higher, which increases the number of devices to be cooled for allowing the coolant to circulate through the second pump **12**.

Thus, the cooling load of the coolant cooler **14** (that is, cooling load of the refrigeration cycle **22**) can be changed according to the temperature of the coolant obtained after the heat exchange by the radiator **13**, which can achieve the energy saving.

More specifically, the devices **15**, **16**, **17**, and **18** to be cooled have different required cooling temperatures. When the outside air temperature is higher than the predetermined temperature (15° C. in this embodiment), as the outside air temperature becomes higher, the operation is shifted from the second mode to the third mode, whereby the coolant circulates starting from the device requiring the lower cooling temperature through the other devices in the order of increasing the required cooling temperature with respect to the second pump **12**.

In this way, this embodiment can shift the circulation through the respective devices to be cooled **15**, **16**, **17**, and **18** between the low-temperature coolant and the high-temperature coolant in accordance with the required coolant temperature thereof, thereby appropriately cooling the devices **15**, **16**, **17**, and **18** to be cooled, while achieving the energy saving.

First Embodiment

Although in the first reference example, the exhaust gas cooler **17** is connected between the outlet **19***d* of the first switching valve **19** and the inlet **20***b* of the second switching valve **20**, in a first embodiment, as shown in FIG. **16**, a condenser **50** (device to be cooled) and a heater core **51** are connected between the outlet **19***d* of the first switching valve **19** and the inlet **20***b* of the second switching valve **20**.

The condenser **50** is a high-pressure side heat exchanger for condensing a high-pressure refrigerant by exchanging heat between the coolant and the high-pressure refrigerant discharged from the compressor **23**, thereby heating the coolant. The coolant inlet side of the condenser **50** is connected to the outlet **19***d* of the first switching valve **19**.

The heater core **51** is a heat exchanger for heating that heats the blast air by exchanging heat between the coolant and the blast air having passed through the cooler core **18**. The heater core **51** is disposed on the downstream side of the air flow of the cooler core **18** within the casing **27** of the indoor air conditioning unit.

The coolant inlet side of the heater core **51** is connected to the coolant outlet side of the condenser **50**. The coolant outlet side of the heater core **51** is connected to the inlet **20***b* of the second switching valve **20**.

Although in the first reference example, the coolant cooler **14** is connected between the discharge side of the first pump **11** and the inlet **19***b* of the first switching valve **19**, in this embodiment, the coolant cooler **14** is connected between the first switching valve **19** and the cooler core **18**. Specifically, the coolant inlet side of the coolant cooler **14** is connected to the outlet **19***c* of the first switching valve **19**, and the coolant outlet side of the coolant cooler **14** is connected to the coolant inlet side of the cooler core **18**.

The first switching valve **19** is configured to be capable of switching among the five types of communication states between the inlets **19***a* and **19***b* and the outlets **19***c*, **19***d*, **19***e*, and **19***f*. The second switching valve **20** is also configured to be capable of switching among five types of communication states between the inlets **20***a*, **20***c*, and **20***d* and the outlets **20***e*, and **20***f*.

FIG. **17** shows the operation (first mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a first state.

In the first state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, **19***e*, and **19***f*, and also connects the inlet **19***b* with the outlet **19***c*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***d*, **19***e*, and **19***f* as indicated by alternate long and short dashed arrows in FIG. **17**, and also allows the coolant entering the inlet **19***b* to flow out of the outlet **19***c* as indicated by a solid arrow in FIG. **17**.

In the first state, the second switching valve **20** connects the inlets **20***b*, **20***c*, and **20***d* with the outlet **20***e*, and also connects the inlet **20***a* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b*, **20***c*, and **20***d* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIG. **17**, and also allows the coolant entering the inlet **20***a* to flow out of the outlet **20***f* as a solid arrow in FIG. **17**.

FIG. **18** shows the operation (second mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a second state.

In the second state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, and **19***f*, and also connects the inlet **19***b* with the outlets **19***c* and **19***e*. Thus, the first switching valve **19** allows the coolant flowing into the inlet **19***a* to flow from the outlets **19***d*, and **19***f* as indicated by alternate long and short dashed arrows in FIG. **18**, and the coolant flowing into the inlet **19***b* to flow from the outlets **19***c* and **19***e* as solid arrows in FIG. **18**.

In the second state, the second switching valve **20** connects the inlets **20***b* and **20***d* with the outlet **20***e* and also connects the inlets **20***a*, and **20***c* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b*, and **20***d* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIG. **18**, and the coolant entering the inlets **20***a* and **20***c* to flow out of the outlet **20***f* as solid arrows in FIG. **18**.

FIG. **19** shows the operation (third mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a third state.

In the third state, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d*, and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, and **19***f*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlet **19***d* as indicated by an alternate long and short dashed arrow in FIG. **19**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c*, **19***e*, and **19***f* as solid arrows in FIG. **19**.

In the third state, the second switching valve **20** connects the inlet **20***b* with the outlet **20***e* and also connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlet **20***b* to flow out of the outlet **20***e* as indicated by an alternate long and short dashed arrow in FIG. **19**, and also allows the coolant entering the inlets **20***a*, **20***c*, and **20***d* to flow out of the outlet **20***f* as indicated by a solid arrow in FIG. **19**.

FIG. **20** shows the operation (fourth mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a fourth state.

In the fourth state, the first switching valve **19** allows the inlet **19***a* to communicate with the outlets **19***c*, **19***e*, and **19***f*, and also allows the inlet **19***b* to communicate with the outlet **19***d*. Thus, the first switching valve **19** allows the coolant flowing into the inlet **19***a* to flow from the outlets **19***c*, **19***e*, and **19***f* as indicated by solid arrows in FIG. **20**, and the coolant flowing into the inlet **19***b* to flow from the outlet **19***d* as indicated by an alternate long and short dashed arrow in FIG. **20**.

In the fourth state, the second switching valve **20** connects the inlet **20***b* with the outlet **20***f* and also connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***e*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***a*, **20***c*, and **20***d* to flow out of the outlet **20***e* as indicated by solid arrows in FIG. **20**, and the coolant entering the inlet **20***b* to flow out of the outlet **20***f* as an alternate long and short dashed arrow in FIG. **20**.

FIG. **21** shows the operation (fifth mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a fifth state.

In the fifth state, the first switching valve **19** connects the inlet **19***a* with the outlet **19***c*, and also connects the inlet **19***b* with the outlets **19***d*, **19***e*, and **19***f*. Thus, the first switching valve **19** allows the coolant flowing into the inlet **19***a* to flow from the outlet **19***c* as indicated by a dashed arrow in FIG. **21**, and the coolant flowing into the inlet **19***b* to flow from the outlets **19***d*, **19***e*, and **19***f* as indicated by an alternate long and short dashed arrow in FIG. **21**.

In the fifth state, the second switching valve **20** connects the inlet **20***a* with the outlet **20***e* and also connects the inlets **20***b*, **20***c*, and **20***d* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlet **20***a* to flow out of the outlet **20***e* as indicated by a dashed arrow in FIG. **21**, and also allows the coolant entering the inlets **20***b*, **20***c*, and **20***d* to flow out of the outlet **20***f* as indicated by alternate long and short dashed arrows in FIG. **21**.

The specific structures of the coolant cooler **14** and the condenser **50** in this embodiment will be described below with reference to FIG. **22**. The coolant cooler **14** and condenser **50** are included in one heat exchanger **52** of the tank-and-tube type. One half of the heat exchanger **52** constitutes the coolant cooler **14**, while the other half of the heat exchanger **52** constitutes the condenser **50**.

The heat exchanger **52** includes a heat exchanger core (heat exchanging portion) **52***a*, tank portions **52***b* and **52***c*, and a partition portion **52***d*. The heat exchanger core **52***a* includes a plurality of tubes through which the coolant and the refrigerant independently flow. The tubes are stacked on each other in parallel.

The tank portions **52***b* and **52***c* are disposed on both sides of the tubes to distribute and collect the coolant and refrigerant with respect to the tubes. The internal spaces of the tank portions **52***b* and **52***c* are partitioned into a space for allowing the coolant to flow therethrough, and another space for allowing the refrigerant to flow therethrough by a partition member (not shown).

The partition portion **52***d* partitions the insides of the tank portions **52***b* and **52***c* into two spaces in the tube stacking direction (in the left-right direction of FIG. **22**). One side of the heat exchanger **51** (on the right side of FIG. **22**) in the tube stacking direction with respect to the partition portion **52***d* constitutes the coolant cooler **14**, whereas the other side of the heat exchanger **52** (on the left side of FIG. **22**) in the tube stacking direction with respect to the partition portion **52***d* constitutes the condenser **50**. Thus, the partition portion **52***d* forms a boundary between the coolant cooler **14** and the condenser **50**.

One side of the heat exchanger core **52***a* (on the right side of FIG. **22**) in the tube stacking direction with respect to the partition portion **52***d* constitutes a heat exchanging portion **52***m* (second heat exchanging portion) of the coolant cooler **14**. The other side of the heat exchanger core **52***a* (on the left side of FIG. **22**) in the tube stacking direction with respect to the partition portion **52***d* constitutes a heat exchanging portion **52***n* (first heat exchanging portion) of the condenser **50**.

Members constituting the heat exchanger core **52***a*, the tank portions **52***b* and **52***c*, and the partition portion **52***d* are formed of metal (for example, an aluminum alloy), and bonded together by brazing.

A part of one tank portion **52***b* serving as the coolant cooler **14** is provided with an inlet (heat medium inlet) **52***e* for the coolant and an outlet (refrigerant outlet) **52***f* for the refrigerant.

Further, a part of the other tank portion **52***c* serving as the coolant cooler **14** is provided with an outlet (heat medium outlet) **52***g* for the coolant and an inlet (refrigerant inlet) **52***h* for the refrigerant.

Thus, in the coolant cooler **14**, the coolant flows from the inlet **52***e* into the tank portion **52***b*, and is then distributed to the tubes for the coolant (tubes for the heat medium) by the tank portion **52***b*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **52***c* to flow out of the outlet **52***g*.

In the coolant cooler **14**, the coolant flows from the inlet **52***h* into the tank portion **52***c*, and is then distributed to the tubes for the coolant by the tank portion **52***c*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **52***b* to flow from the outlet **52***f*.

The inlet **52***e* and outlet **52***g* for the coolant of the coolant cooler **14** are disposed between both ends **52***o* and **52***p* of the tank portions **52***b* and **52***c* in the tube stacking direction (both ends in the left-right direction of FIG. **22**). In the example shown in FIG. **22**, the inlet **52***e* and outlet **52***g* are disposed between the partition portion **52***d* and the end **52***o* of the tank portions **52***b* and **52***c* in the tube stacking direction. Thus, the coolant cooler **14** does not allow the flow of coolant to make a U-turn.

The inlet **52***e* and outlet **52***g* are opened while being oriented in the direction perpendicular to the tube stacking direction. In the example shown in FIG. **22**, the inlet **52***e* and outlet **52***g* are oriented in the direction parallel to the tubes for the refrigerant and for the coolant.

A part of one tank portion **52***b* serving as the condenser **50** is provided with an inlet (heat medium inlet) **52***i* for the coolant and an outlet (refrigerant outlet) **52***j* for the refrigerant. Further, a part of the other tank portion **52***c* serving as the condenser **50** is provided with an outlet (heat medium outlet) **52***k* for the coolant and an inlet (refrigerant inlet) **52***l* for the refrigerant.

Thus, in the condenser **50**, the coolant flows from the inlet **52***i* into the tank portion **52***b*, and is then distributed to the tubes for the coolant by the tank portion **52***b*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **52***c* to flow from the outlet **52***k*.

In the condenser **50**, the refrigerant flows from the inlet **52***l* into the tank portion **52***c*, and is then distributed to the tubes for the refrigerant by the tank portion **52***c*. The coolants after having passed through the tubes for the refrigerant are collected into the tank portion **52***b* to flow from the outlet **52***j*.

The inlet **52***i* and outlet **52***k* for the coolant of the condenser **50** are disposed between both the ends **52***o* and **52***p* of the tank portions **52***b* and **52***c* in the tube stacking direction (both ends in the left-right direction of FIG. **22**). In the example shown in FIG. **22**, the inlet **52***i* and outlet **52***k* are disposed between the partition portion **52***d* and the other end **52**p of the tank portions **52**b and **52**c in the tube stacking direction. Thus, the condenser **50** does not allow the flow of coolant to make a U-turn.

The inlet **52**i and outlet **52**k are oriented in the direction perpendicular to the tube stacking direction. In the example shown in FIG. **22**, the inlet **52**e and outlet **52**g are oriented in the direction parallel to the tubes for the refrigerant and for the coolant.

The heat exchanger **52** is not limited to the tank-and-tube type heat exchanger, and can be applied to other types of heat exchangers. For example, a laminate-type heat exchanger including a lamination of a number of plate members may be adopted.

A control process executed by the controller **40** of this embodiment will be described with reference to FIG. **23**. The controller **40** executes a computer program according to a flowchart of FIG. **23**.

First, in step S**100**, it is determined whether the air conditioning switch **44** is turned on or not. When the air conditioner **44** is determined to be turned on, the cooling is considered to be necessary, and then the operation proceeds to step S**110**. In step S**110**, it is determined whether the temperature of coolant detected by the water temperature sensor **43** is lower than 40 degrees or not.

When the temperature of coolant detected by the water temperature sensor **43** is determined to be lower than 40 degrees, the temperature of the coolant (intermediate-temperature coolant) cooled by the outside air in the radiator **13** is considered to be low, and then the operation proceeds to step S**120**. In step S**120**, the first mode shown in FIG. **17** is performed.

In the first mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the first state shown in FIG. **17** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19**a with the outlets **19**d, **19**e, and **19**f, and also connects the inlet **19**b with the outlet **19**c. The second switching valve **20** connects the inlets **20**b, **20**c, and **20**d with the outlet **20**e, and also connects the inlet **20**a with the outlet **20**f.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the battery cooler **15**, the inverter cooler **16**, the condenser **50**, the heater core **51**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, and the cooler core **18**.

That is, as indicated by alternate long and short dashed arrows in FIG. **17**, the coolant discharged from the first pump **11** is branched by the first switching valve **19** into the battery cooler **15**, the inverter **16**, and the condenser **50** to flow in parallel through the battery cooler **15**, the inverter cooler **16**, and the condenser **50**. The coolant flowing through the condenser **50** flows in series through the heater core **51**. The coolants flowing through the heater core **51**, through the battery cooler **15**, and through the inverter cooler **16** are collected by the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by a solid arrow in FIG. **17**, the coolant discharged from the second pump **12** flows through the coolant cooler **14** and the cooler core **18** in series via the first switching valve **19**, and is then sucked into the second pump **12** via the second switching valve **20**.

In this way, in the first mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the battery cooler **15**, the inverter cooler **16**, the condenser **50**, and the heater core **51**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the cooler core **18**.

Thus, in the battery cooler **15** and the inverter cooler **16**, the battery and inverter are cooled by the intermediate-temperature coolant. In the condenser **50**, the intermediate-temperature coolant is heated by exchanging heat with the high-pressure refrigerant of the refrigeration cycle **22**. In the cooler core **18**, the blast air into the vehicle interior is cooled by exchanging heat between the low-temperature coolant and the blast air into vehicle interior.

The intermediate-temperature coolant heated by the condenser **50** exchanges heat with the blast air having passed through the cooler core **18** when flowing through the heater core **51**. Thus, the heater core **51** heats the blast air having passed through the cooler core **18**. That is, the blast air cooled and dehumidified by the cooler core **18** can be heated by the heater core **51** to form a conditioned air at a desired temperature.

For example, when the outside air temperature is about 15° C., the intermediate coolant cooled by the outside air in the radiator **13** becomes at about 25° C., so that the intermediate-temperature coolant can sufficiently cool the battery and the inverter.

The low-temperature coolant cooled by the low-pressure refrigerant of the refrigeration cycle **22** in the coolant cooler **14** becomes at about 0° C., so that the low-temperature coolant can sufficiently cool the blast air into the vehicle interior.

In the first mode, the battery and the inverter are cooled by the outside air, which can effectively achieve the energy saving as compared to the case in which the battery and the inverter are cooled by the low-pressure refrigerant of the refrigeration cycle **22**.

In contrast, in step S**110**, when the temperature of the coolant detected by the water temperature sensor **43** is determined not to be lower than 40 degrees, the temperature of the intermediate-temperature coolant is considered to be higher, and then the operation proceeds to step S**130**. In step S**130**, it is determined whether or not the temperature of the coolant detected by the water temperature sensor **43** is 40 degrees or more to less than 50 degrees.

When the temperature of the coolant detected by the water temperature sensor **43** is determined to be 40 degrees or more, and less than 50 degrees, the operation proceeds to step S**140**, in which the second mode is performed as shown in FIG. **18**.

In the second mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the second state shown in FIG. **18** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19**a with the outlets **19**d and **19**f, and also connects the inlet **19**b with the outlets **19**c and **19**e. The second switching valve **20** connects the inlets **20**b and **20**d with the outlet **20**e, and also connects the inlets **20**a and **20**c with the outlet **20**f.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the inverter cooler **16**, the condenser **50**, the heater core **51**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the cooler core **18**, and the battery cooler **15**.

That is, as indicated by alternate long and short dashed arrows in FIG. **18**, the coolant discharged from the first pump **11** is branched into the inverter cooler **16** and the condenser **50** by the first switching valve **19** to flow in parallel through the inverter cooler **16** and the condenser **50**. The coolant flowing through the condenser **50** flows in series through the heater core **51**. The coolants flowing through the heater core **51** and through the inverter cooler **16** are collected by the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by solid arrows in FIG. **18**, the coolant discharged from the second pump **12** is branched into the coolant cooler **14** and the battery cooler **15** by the first switching valve **19** to flow in parallel through the coolant cooler **14** and the battery cooler **15**. The coolant flowing through the coolant cooler **14** flows in series through the cooler core **18**. The coolants flowing through the cooler core **18** and through the battery cooler **15** are collected by the second switching valve **20** to be sucked into the second pump **12**.

Thus, in the second mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the inverter cooler **16**, the condenser **50**, and the heater core **51**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the cooler core **18** and the battery cooler **15**.

Thus, the inverter can be cooled by the intermediate-temperature coolant, and the battery can be cooled by the low-temperature coolant. Additionally, like the first mode, the blast air cooled and dehumidified by the cooler core **18** is heated by the heater core **51**, which can make the conditioned air at the desired temperature.

For example, when the outside air temperature is about 30° C., the intermediate-temperature coolant cooled by the outside air in the radiator **13** becomes at a temperature of about 40° C., so that the intermediate-temperature coolant can sufficiently cool the inverter.

The low-temperature coolant cooled by the low-pressure refrigerant of the refrigeration cycle **22** in the coolant cooler **14** becomes at about 0° C., so that the battery and the blast air into the vehicle interior can be sufficiently cooled by the low-temperature coolant.

Since in the second mode the battery is cooled by the low-pressure refrigerant of the refrigeration cycle **22**, the battery can be sufficiently cooled even when the outside air cannot cool the battery adequately because of the high temperature of the outside air.

In step S**130**, when the temperature of coolant detected by the water temperature sensor **43** is determined to be 40 degrees or more to less than 50 degrees, the temperature of the intermediate-temperature coolant is considered to be very high, and then the operation proceeds to step S**150**. In step S**150**, the third mode shown in FIG. **19** is performed.

In the third mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the third state shown in FIG. **19** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d* and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, and **19***f*. The second switching valve **20** connects the inlet **20***b* with the outlet **20***e*, and also connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***f*.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the condenser **50**, the heater core **51**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the cooler core **18**, the battery cooler **15**, and the inverter cooler **16**.

That is, as indicated by an alternate long and short dashed arrow in FIG. **19**, the coolant discharged from the first pump **11** flows through the condenser **50** and heater core **51** in series via the first switching valve **19**, and then through the radiator **13** via the second switching valve **20**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by solid arrows in FIG. **19**, the coolant discharged from the second pump **12** is branched into the coolant cooler **14**, the battery cooler **15**, and the inverter cooler **16** by the first switching valve **19**. The coolant flowing through the coolant cooler **14** flows in series through the cooler core **18**. The coolants flowing through the cooler core **18**, through the battery cooler **15**, and through the inverter cooler **16** are collected by the second switching valve **20** to be sucked into the second pump **12**.

In this way, in the third mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the condenser **50** and the heater core **51**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the cooler core **18**, the battery cooler **15**, and the inverter cooler **16**.

Thus, the battery and the inverter can be cooled by the low-temperature coolant, and like the first and second modes, the blast air cooled and dehumidified by the cooler core **18** is heated by the heater core **51**, which can make the conditioned air at the desired temperature.

For example, when the outside air temperature is about 40° C., the intermediate-temperature coolant cooled by the outside air in the radiator **13** becomes at about 50° C. The low-temperature coolant cooled by the low-pressure refrigerant of the refrigeration cycle **22** in the coolant cooler **14** becomes at about 0° C., so that the blast air into the vehicle interior, the battery, and the inverter can be sufficiently cooled by the low-temperature coolant.

Since in the third mode the battery and the inverter are cooled by the low-pressure refrigerant of the refrigeration cycle **22**, the battery and the inverter can be sufficiently cooled even when the outside air cannot cool the battery and the inverter adequately because of the very high temperature of the outside air.

When the air conditioning switch **44** is determined not to be turned on in step S**100**, the cooling is considered not to be necessary, and then the operation proceeds to step S**160**. In step S**160**, it is determined whether the outside air temperature detected by the outside air sensor **42** is lower than 15 degrees or not.

When the outside air temperature detected by the outside air sensor **42** is determined to be 15 degrees or less, the high heating capacity is considered to be necessary, and then the operation proceeds to step S**170**, in which a fourth mode is performed as shown in FIG. **20**.

In the fourth mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the fourth state shown in FIG. **20** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlets **19***c*, **19***e*, and **19***f*, and also connects the inlet **19***b* with the outlet **19***d*. The second switching valve **20** connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***e*, and also connects the inlet **20***b* with the outlet **20***f*.

Accordingly, a first coolant circuit (low-temperature coolant circuit) is formed of the first pump **11**, the coolant cooler **14**, the cooler core **18**, the battery cooler **15**, the inverter cooler **16**, and the radiator **13**, whereas a second coolant circuit (intermediate-temperature coolant circuit) is formed of the second pump **12**, the condenser **50**, and the heater core **51**.

That is, as indicated by solid arrows in FIG. **20**, the coolant discharged from the first pump **11** is branched into the coolant cooler **14**, the battery cooler **15**, and the inverter cooler **16** by the first switching valve **19**. The coolant flowing through the coolant cooler **14** flows in series through the cooler core **18**. The coolants flowing through the cooler core **18**, through the battery cooler **15**, and through the inverter cooler **16** are collected by the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by an alternate long and short dashed arrow in FIG. **20**, the coolant discharged from the second pump **12** flows through the condenser **50** and the heater core **51** in series via the first switching valve **19**, and is then sucked into the second pump **12** via the second switching valve **20**.

Thus, in the fourth mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the cooler core **18**, the battery cooler **15**, and the inverter cooler **16**, which can cool the blast air into the vehicle interior, the battery, and the inverter by the low-temperature coolant.

In the fourth mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the radiator **13**, allowing the coolant to absorb heat from the outside air in the radiator **13**. Then, the coolant that has absorbed heat from the outside air in the radiator **13** exchanges heat with the refrigerant of the refrigeration cycle **22** in the coolant cooler **14** to dissipate heat therefrom. Thus, in the coolant cooler **14**, the refrigerant of the refrigeration cycle **22** absorbs heat from the outside air via the coolant.

The refrigerant which has absorbed heat from the outside air in the coolant cooler **14** exchanges heat with the coolant of the intermediate-temperature coolant circuit in the condenser **50**, whereby the coolant of the intermediate-temperature coolant circuit is heated. The coolant of the intermediate-temperature circuit heated by the condenser **50** exchanges heat with the blast air having passed through the cooler core **18** in flowing through the heater core **51**, thereby dissipating heat therefrom. Thus, the heater core **51** heats the blast air having passed through the cooler core **18**. Accordingly, the fourth mode can achieve heat pump heating that heats the vehicle interior by absorbing heat from the outside air.

For example, when the outside air temperature is 10° C., the intermediate-temperature coolant heated by the condenser **50** becomes at about 50° C., so that the blast air having passed through the cooler core **18** can be sufficiently heated by the intermediate-temperature coolant.

The low-temperature coolant cooled by the low-pressure refrigerant of the refrigeration cycle **22** in the coolant cooler **14** is at about 0° C., so that the battery and the inverter can be sufficiently cooled by the low-temperature coolant.

Note that the fourth mode can achieve the dehumidification heating which involves allowing the heater core **51** to heat the blast air cooled and dehumidified by the cooler core **18**.

In the following step S**180**, it is determined whether or not the inside air temperature detected by the inside air sensor **41** is 25 degrees or higher. When the inside air temperature detected by the inside air sensor **41** is determined not to be 25 degrees or more, the high heating capacity is considered to be necessary, and then the operation returns to step S**180**. Thus, until the inside air temperature is increased to 25 degrees or more, the fourth mode is performed.

When the inside air temperature detected by the inside air sensor **41** is determined to be 25 degrees or more, the high heating capacity is considered not to be necessary, and then the operation proceeds to step S**190**, in which a fifth mode is performed as shown in FIG. **21**.

In the fifth mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** becomes the fifth state shown in FIG. **21**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlet **19***c* and also connects the inlet **19***b* with the outlets **19***d*, **19***e*, and **19***f*. The second switching valve **20** connects the inlet **20***a* with the outlet **20***e*, and also connects the inlets **20***b*, **20***c*, and **20***d* with the outlet **20***f*.

Accordingly, a first coolant circuit (low-temperature coolant circuit) is formed of the first pump **11**, the coolant cooler **14**, the cooler core **18**, and the radiator **13**, whereas a second coolant circuit (intermediate-temperature coolant circuit) is formed of the second pump **12**, the battery cooler **15**, the inverter cooler **16**, the condenser **50**, and the heater core **51**.

At this time, the second pump **12** is operated to thereby stop the first pump **11** and compressor **23**. Thus, in the first coolant circuit indicated by dashed arrows in FIG. **21**, the coolant does not circulate therethrough.

On the other hand, as indicated by alternate long and short dashed arrows in FIG. **21**, in the second coolant circuit, the coolant discharged from the second pump **12** is branched into the battery cooler **15**, the inverter cooler **16**, and the condenser **50** by the first switching valve **19**. The coolant flowing through the condenser **50** flows in series through the heater core **51**. The coolants flowing through the heater core **51**, through the battery cooler **15**, and through the inverter cooler **16** are collected by the second switching valve **20** to be sucked into the second pump **12**.

Thus, in the fifth mode, the coolant which has absorbed heat from the battery in the battery cooler **15** and the coolant which has absorbed heat from the inverter in the inverter cooler **16** flow through the heater core **51**, so that the blast air into the vehicle interior can be heated by exhaust heat from the battery and inverter.

For example, when the outside air temperature is 10° C., the coolant heated by the battery cooler **15** and the inverter cooler **16** becomes at about 30°, whereby the blast air into the vehicle interior can be heated to 25 degrees or more with the inside air temperature maintained at 25 degrees or more.

In this embodiment, when the outside air temperature is lower than a predetermined temperature (15° C. in this embodiment), the forth mode or the fifth mode can be carried out to perform heating.

In the fourth mode, the coolant circulates between the coolant cooler **14** and the first pump **11**, whereas the coolant heat medium circulates between the condenser **50** and the second pump **12**.

Thus, the coolant cooled by the coolant cooler **14** flows through the radiator **13**, so that the refrigerant of the refrigeration cycle **22** in the coolant cooler **14** can absorb heat from the outside air via the coolant flowing through the radiator **13**. Thus, the heat of the outside air can be pumped up from the coolant cooler **14** (low-pressure side heat exchanger) of the refrigeration cycle **22** to the condenser **50** (high-pressure side heat exchanger).

The heat of the outside air pumped up by the refrigeration cycle **22** can heat the blast air into the vehicle interior by use of the heater core **51**, which can achieve the heat pump heating which involves heating the vehicle interior by absorption of the heat from the outside air.

In the fifth mode, the coolant circulates between each of the battery coolant **15** and the heater core **51**, and the second pump **12**, whereby the operation of the first pump **11** is stopped. Thus, the coolant absorbs heat from the battery in the battery cooler **15**, and the coolant which has absorbed the heat from the battery heats the blast air into the vehicle interior by the heater core **51**, so that the exhaust heat from the battery can be used to heat the vehicle interior.

In this embodiment, the coolant cooler **14** and the condenser **50** are integrated into one heat exchanger **52**, which can significantly improve the productivity as compared to the case where the coolant cooler **14** and the condenser **50** are formed of different heat exchangers.

Further, in this embodiment, the inlet **52***e* and outlet **52***g* for the coolant of the coolant cooler **14** are disposed between both the ends **52***o* and **52***p* of the tank portions **52***b* and **52***c* in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where the inlet **52***e* and outlet **52***g* for the coolant are disposed at both the ends **52***o* and **52***p* of the tank portions **52***b* and **52***c* in the tube stacking direction. The coolant cooler **14** does not allow the flow of coolant to make a U-turn, and thus can reduce the loss of pressure of the coolant in the coolant cooler **14**.

Likewise, the inlet **52***i* and outlet **52***k* for the coolant of the condenser **50** are disposed between both the ends **52***o* and **52***p* of the tank portions **52***b* and **52***c* in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where the inlet **52***i* and outlet **52***k* for the coolant are disposed at both the ends **52***o* and **52***p* of the tank portions **52***b* and **52***c* in the tube stacking direction. The condenser **50** does not allow the flow of coolant to make a U-turn, and thus can reduce the loss of pressure of the coolant in the condenser **50**.

That is, at least one of the refrigerant inlets **52***h* and **52***l*, refrigerant outlets **52***f* and **52***j*, coolant inlets **52***e* and **52***i*, and coolant outlets **52***g* and **52***k* is disposed between both the ends **52***o* and **52***p* of the tank portions **52***b* and **52***c* in the tube stacking direction. Such a system can increase the flexibility of connection of the pipes and arrangement of the heat exchangers as compared to the system in which all the refrigerant inlets **52***h* and **52***l*, refrigerant outlets **52***f* and **52***j*, coolant inlets **52***e* and **52***i*, and coolant outlets **52***g* and **52***k* are disposed at both the ends **52***o* and **52***p* of the tank portions **52***b* and **52***c*.

Second Embodiment

Although in the first embodiment, the low-pressure refrigerant of the refrigeration cycle **22** is evaporated by the coolant cooler **14** to thereby cool the blast air into the vehicle interior by the cooler core **18**, in a second embodiment, as shown in FIG. **24**, the low-pressure refrigerant of the refrigeration cycle **22** is evaporated in the coolant cooler **14** and an evaporator **55**, thereby cooling the blast air into the vehicle interior by the evaporator **55** of the refrigeration cycle **22**.

The evaporator **55** allows the refrigerant to flow in parallel to the coolant cooler **14**. Specifically, the refrigerant cycle **22** has a branch portion **56** for refrigerant flow that is located between the refrigerant discharge side of the compressor **23** and the refrigerant inlet side of the expansion valve **25**, and a collection portion **57** for refrigerant flow that is located between the refrigerant outlet side of the coolant cooler **14** and the refrigerant suction side of the compressor **23**. An expansion valve **58** and the evaporator **55** are connected between the branch portion **56** and the collection portion **57**.

The expansion valve **58** is a decompression device for decompressing and expanding a liquid-phase refrigerant branched by the branch portion **56**. The evaporator **55** is adapted to evaporate a low-pressure refrigerant so as to cool the blast air by exchanging heat between the blast air into the vehicle interior and the low-pressure refrigerant decompressed and expanded by the expansion valve **25**.

An electromagnetic valve **59** (opening and closing valve) is connected between the branch portion **56** and the expansion valve **25**. When the electromagnetic valve **59** is opened, the refrigerant discharged from the compressor **23** flows through the expansion valve **25** and the coolant cooler **14**. When the electromagnetic valve **59** is closed, the flow of refrigerant toward the expansion valve **25** and the coolant cooler **14** is interrupted. The operation of the electromagnetic valve **59** is controlled by the controller **40**.

The refrigeration cycle **22** includes a supercooler **60**. The supercooler **60** is a heat exchanger (auxiliary heat exchanger) for further cooling the liquid-phase refrigerant to increase a supercooling degree of the refrigerant by exchanging heat between the coolant and the liquid-phase refrigerant condensed by the condenser **50**.

The coolant inlet side of the supercooler **60** is connected to the outlet **19***e* of the first switching valve **19**. The coolant outlet side of the supercooler **60** is connected to the coolant inlet side of the battery cooler **15**.

In this embodiment, the battery cooler **15** and the battery are accommodated in an insulating container formed of thermal insulating material. Thus, cold energy stored in the battery can be prevented from escaping outward, thereby keeping the battery cold.

The first switching valve **19** is configured to be capable of switching between two types of communication states between the inlets **19***a* and **19***b* and the outlets **19***c*, **19***d*, **19***e*, and **19***f*. The second switching valve **20** is also configured to be capable of switching between two types of communication states between the inlets **20***a*, **20***b*, **20***c*, and **20***d* and the outlets **20***e*, and **20***f*.

FIG. **25** shows the operation (first mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a first state, and the electromagnetic valve **59** is switched to an opened state. FIG. **26** shows the operation (second mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to the first state, and the electromagnetic valve **59** is switched to a closed state.

In the first and second states, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, and **19***f*, and also connects the inlet **19***b* with the outlets **19***c* and **19***e*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***d*, and **19***f* as indicated by alternate long and short dashed arrows in FIGS. **25** and **26**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c* and **19***e* as solid arrows in FIGS. **25** and **26**.

In the first and second states, the second switching valve **20** connects the inlets **20***b* and **20***d* with the outlet **20***e* and also connects the inlets **20***a*, and **20***c* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b*, and **20***d* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIGS. **25** and **26**, and also allows the coolant entering the inlets **20***a* and **20***c* to flow out of the outlet **20***f* as indicated by solid arrows in FIGS. **25** and **26**.

FIG. **27** shows the operation (third mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to the second state.

In the third state, the first switching valve **19** allows the inlet **19***a* to communicate with the outlets **19***c*, and **19***f*, and also allows the inlet **19***b* to communicate with the outlet **19***d*, thereby closing the outlet **19***e*. Thus, the first switching valve **19** allows the coolant flowing into the inlet **19***a* to flow from the outlets **19***c* and **19***f* as indicated by solid arrows in FIG. **27**, and the coolant flowing into the inlet **19***b* to flow from the outlet **19***d* as indicated by an alternate long and short dashed arrow in FIG. **27**, thereby preventing the coolant from flowing out of the outlet **19***e*.

In the third state, the second switching valve **20** connects the inlets **20***a* and **20***d* with the outlet **20***e* and also connects the inlet **20***b* with the outlet **20***f*, thereby closing the inlet **20***c*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***a* and **20***d* to flow out of the outlet **20***e* as indicated by solid arrows in FIG. **27**, and also allows the coolant entering the inlet **20***b* to flow out of the outlet **20***f* as indicated by an alternate long and short dashed arrow in FIG. **27**, thereby preventing the coolant from flowing out of the inlet **20***c*.

The specific structures of the coolant cooler **14**, the condenser **50**, and the supercooler **60** in this embodiment will be described below with reference to FIG. **28**.

The coolant cooler **14**, the condenser **50**, and the supercooler **60** are included in one heat exchanger **61** of the tank-and-tube type. Specifically, the supercooler (auxiliary heat exchanger) **60** is disposed between the coolant cooler **14** and the condenser **50**.

The heat exchanger **61** includes a heat exchanger core (heat exchanging portion) **61***a*, tank portions **61***b* and **61***c*, and two partition portions **61***d* and **61***d*. The heat exchanger core **61***a* includes a plurality of tubes through which the coolant and the refrigerant independently flow. The tubes are stacked on each other in parallel.

The tank portions **61***b* and **61***c* are disposed on both sides of the tubes to distribute and collect the coolant and refrigerant with respect to the tubes. The internal spaces of the tank portions **61***b* and **61***c* are partitioned into a space for allowing the coolant to flow therethrough, and another space for allowing the refrigerant to flow therethrough by a partition member (not shown).

The two partition portions **61***d* and **61***d* partition the insides of the tank portions **61***b* and **61***c* into three spaces in the tube stacking direction (in the left-right direction of FIG. **28**). One side of the heat exchanger **61** (on the right side of FIG. **28**) in the tube stacking direction with respect to the partition portion **61***d* constitutes the coolant cooler **14**, whereas the other side of the heat exchanger **52** (on the left side of FIG. **28**) in the tube stacking direction with respect to the partition portion **61***d* constitutes the condenser **50**, whereby a gap between the partitions **61***d* and **61***d* serves as the supercooler **60**.

Thus, one partition portion **61***d* forms a boundary (first boundary) between the coolant cooler **14** and the supercooler **60**, and the other partition portion **61***d* forms another boundary (second boundary) between the supercooler **60** and the condenser **50**.

A part of the heat exchanger core **61***a* of the heat exchanger **61** on one side in the tube stacking direction (on the right side of FIG. **28**) with respect to the partition portion **61***d* constitutes a heat exchanging portion (second heat exchanging portion) of the coolant cooler **14**. A part of the heat exchanger **61** on the other side in the tube stacking direction (on the left side of FIG. **28**) with respect to the partition portion **61***d* constitutes a heat exchanging portion (first heat exchanging portion) of the condenser **50**. A part of the heat exchanger between the partition portions **61***d* and **61***d* constitutes a further heat exchanging portion (auxiliary heat exchanging portion) of the supercooler **60**.

Members constituting the heat exchanger core **61***a*, the tank portions **61***b* and **61***c*, and the partition portion **61***d* are formed of metal (for example, an aluminum alloy), and bonded together by brazing.

A part of one tank portion **61***b* serving as the coolant cooler **14** is provided with an inlet **61***e* for the coolant and an outlet **61***f* for the refrigerant. A part of the other tank portion **61***c* serving as the coolant cooler **14** is provided with an outlet **61***g* for the coolant and an inlet **61***h* for the refrigerant.

Thus, in the coolant cooler **14**, the coolant flows from an inlet **61***e* into the tank portion **61***b*, and is then distributed to the tubes for the coolant by the tank portion **61***b*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **61***c* to flow from the outlet **61***g*.

In the coolant cooler **14**, the refrigerant flows from the inlet **61***h* into the tank portion **61***c*, and is then distributed to the tubes for the refrigerant by the tank portion **61***c*. The refrigerants after having passed through the tubes for the refrigerant are collected into the tank portion **61***b* to flow from the outlet **61***f*.

The inlet **61***e* for the coolant of the coolant cooler **14** is disposed between both ends **61***q* and **61***r* of the tank portion **61***b* in the tube stacking direction (both ends in the left-right direction of FIG. **28**). The outlet **61***g* for the coolant of the coolant cooler **14** is disposed inside both ends of the tank portion **61***c* in the tube stacking direction (both ends in the left-right direction of FIG. **28**). In the example shown in FIG. **28**, the inlet **61***e* and outlet **61***g* for the coolant are disposed between one end **61***q* and the partition portion **61***d* (specifically, the partition portion **61***d* forming the boundary between the coolant cooler **14** and the supercooler **60**) of the tank portions **61***b* and **61***c* in the tube stacking direction. Thus, the coolant cooler **14** does not allow the flow of coolant to make a U-turn.

The inlet **61***e* and outlet **61***g* are oriented in the direction perpendicular to the tube stacking direction. In the example shown in FIG. **28**, the inlet **61***e* and outlet **61***g* are oriented in the direction parallel to the tubes for the refrigerant and for the coolant.

A part of one tank portion **61***b* serving as the condenser **50** is provided with an inlet **61***i* for the coolant. A hole **61***j* for allowing the refrigerant to flow therethrough is formed in a part of the partition portion **61***d* for partitioning the inner space of the tank portion **61***b* into a tank space for the condenser **50** and another tank space for the supercooler **60**. A part of the other tank portion **61***c* serving as the condenser **50** is provided with an outlet **61***k* for the coolant and an inlet **611** for the refrigerant.

Thus, in the condenser **50**, the coolant flows from the inlet **61***i* into the tank portion **61***b*, and is then distributed to the tubes for the coolant by the tank portion **61***b*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **61***c* to flow from the outlet **61***k*.

In the condenser **50**, the refrigerant flows from the inlet **611** into the tank portion **61***c*, and is then distributed to the tubes for the refrigerant by the tank portion **61***c*. The refrigerants after having passed through the tubes for the refrigerant are collected into the tank portion **61**b to flow from the supercooler **60** via the hole **61**j of the partition portion **61**d.

The inlet **61**i for the coolant of the condenser **50** is disposed between both the ends **61**q and **61**r of the tank portion **61**b in the tube stacking direction (both ends in the left-right direction of FIG. **28**). The outlet **61**k for the coolant of the condenser **50** is disposed inside both the ends **61**q and **61**r of the tank portion **61**c in the tube stacking direction. In the example shown in FIG. **28**, the inlet **61**i and outlet **61**k for the coolant is disposed between the other end **61**r and the partition portion **61**d (partition portion **61**d forming a boundary between the supercooler **60** and the condenser **50**) of the tank portions **61**b and **61**c in the tube stacking direction. Thus, the condenser **50** does not allow the flow of coolant to make a U-turn.

The inlet **61**i and outlet **61**k are oriented in the direction perpendicular to the tube stacking direction. In the example shown in FIG. **28**, the inlet **61**i and outlet **61**k are oriented in the direction parallel to the tubes for the refrigerant and for the coolant.

A part of one tank portion **61**b serving as the supercooler **60** is provided with an outlet **61**m for the coolant. A part of the other tank portion **61**c serving as the supercooler **60** is provided with an inlet **61**n for the coolant and an outlet **61**o for the refrigerant.

Thus, in the condenser **60**, the coolant flows from the inlet **61**n into the tank portion **61**c, and is then distributed to the tubes for the coolant by the tank portion **61**c. The coolants after having passed through the tubes for the coolant are collected into the tank portion **61**b to flow from the outlet **61**m.

In the supercooler **60**, the refrigerant flows into the tank portion **61**b through the hole **61**j of the partition portion **61**d, and is then distributed to the tubes for the refrigerant by the tank portion **61**b. The refrigerants after having passed through the tubes for the refrigerant are collected into the tank portion **61**c to flow from the outlet **61**o.

The inlet **61**n and outlet **61**o for the coolant of the supercooler **60** are disposed between both the ends **61**q and **61**r of the tank portion **61**b in the tube stacking direction. The outlet **61**m for the coolant of the supercooler **60** is disposed between both the ends **61**q and **61**r of the tank portion **61**c in the tube stacking direction. In the example shown in FIG. **28**, the inlet **61**n and outlet **61**m for the coolant and the outlet **61**o for the refrigerant are disposed between two partition portions **61**d. Thus, the coolant cooler **60** does not allow the flow of coolant to make a U-turn.

The inlet **61**n and outlet **61**m for the coolant are oriented in the direction perpendicular to the tube stacking direction. The inlet **61**n and outlet **61**o for the coolant are oriented in the direction parallel to the tubes for the refrigerant and for the coolant. The outlet **61**o for the refrigerant is oriented in the direction perpendicular to the tube stacking direction. The outlet **61**o for the refrigerant is oriented in the direction parallel to the tubes for the refrigerant and for the coolant.

Now, the operation of the above-mentioned structure will be described. When the battery is charged with an external power source, the controller **40** performs the first mode shown in FIG. **25**.

In the first mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the first state shown in FIG. **25** to operate the first and second pumps **11** and **12** and the compressor **23**, thereby switching the electromagnetic valve **59** to the opened state.

Thus, the first switching valve **19** connects the inlet **19**a with the outlets **19**d and **19**f, and also connects the inlet **19**b with the outlets **19**c and **19**e. The second switching valve **20** connects the inlets **20**b and **20**d with the outlet **20**e, and also connects the inlets **20**a and **20**c with the outlet **20**f.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the inverter cooler **16**, the condenser **50**, the heater core **51**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the supercooler **60**, and the battery cooler **15**.

That is, as indicated by alternate long and short dashed arrows in FIG. **25**, the coolant discharged from the first pump **11** is branched into the inverter cooler **16** and the condenser **50** by the first switching valve **19** to flow in parallel through the inverter cooler **16** and the condenser **50**. The coolant flowing through the condenser **50** flows in series through the heater core **51**. The coolants flowing through the heater core **51** and through the inverter cooler **16** are collected by the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by solid arrows in FIG. **25**, the coolant discharged from the second pump **12** is branched into the coolant cooler **14** and the supercooler **60** by the first switching valve **19** to flow in parallel through the coolant cooler **14** and the supercooler **60**. The coolant flowing through the supercooler **60** flows in series through the battery cooler **15**. The coolants flowing through the battery cooler **15** and through the coolant **14** are collected by the second switching valve **20** to be sucked into the second pump **12**.

In this way, in the first mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the inverter cooler **16**, the condenser **50**, and the heater core **51**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the supercooler **60** and the battery cooler **15**.

As a result, the inverter and the high-pressure refrigerant of the condenser **50** are cooled by the intermediate-temperature coolant, and the battery and the liquid-phase refrigerant of the supercooler **60** are cooled by the low-temperature coolant.

When the battery is charged with the external power source, the compressor **23** of the refrigeration cycle **22** is driven by power supplied from the external power source. Thus, in the first mode, the cold energy is stored in the battery using the power supplied from the external power source.

In the first mode, the evaporator **55** exchanges heat between the blast air into the vehicle interior and the low-pressure refrigerant of the refrigeration cycle **22** to thereby cool the blast air into the vehicle interior. In the first mode, the condenser **50** exchanges heat between the intermediate-temperature coolant and the high-pressure refrigerant of the refrigeration cycle **22** to thereby heat the intermediate-temperature coolant, whereas the heater core **51** exchanges heat between the blast air into the vehicle interior and the intermediate-temperature coolant to thereby heat the blast air into the vehicle interior.

Thus, the conditioned air at the desired temperature can be made to adjust the temperature of air in the vehicle interior. For example, when the battery is charged before a passenger rides on a vehicle, pre-air conditioning can be carried out to perform air conditioning of the vehicle interior before the passenger rides on.

When the battery is not charged with the external power source and the interior of the vehicle needs cooling, the controller **40** performs the second mode shown in FIG. **26**.

In the second mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the first state shown in FIG. **26** to operate the first and second pumps **11** and **12** and the compressor **23**, thereby switching the electromagnetic valve **59** to the closed state. That is, the second mode has the same states of the first and second switching valves **19** and **20** as those in the first mode, but differs from the first mode in that the electromagnetic valve **59** is closed.

Thus, the low-pressure refrigerant of the refrigeration cycle **22** does not flow through the coolant cooler **14**, and as a result the coolant is not cooled by the coolant cooler **14**. However, the coolant is cooled by the cold energy stored at the battery in the battery cooler **15** in the first mode.

Since the low-temperature coolant cooled by the battery cooler **15** flows through the supercooler **60**, the liquid-phase refrigerant (high-pressure refrigerant) is cooled by the low-temperature coolant.

Thus, in the second mode, the cold energy stored in the battery can be used to supercool the high-pressure refrigerant of the refrigeration cycle **22**, which can improve the efficiency of the refrigeration cycle **22**, thereby achieving the energy saving.

Note that in the second mode, the low-temperature coolant may be cooled by the coolant cooler **14** with the electromagnetic valve **59** opened.

When the battery is at a predetermined temperature (for example, 40° C.) or less, and thus does not need cooling, and when the vehicle interior does not need to be heated, the controller **40** performs the third mode shown in FIG. **27**.

In the third mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the second state shown in FIG. **27** to thereby operate the first and second pumps **11** and **12** and the compressor **23**, thereby switching the electromagnetic valve **59** to the opened state.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlets **19***c*, and **19***f*, and also connects the inlet **19***b* with the outlet **19***d*, thereby closing the outlet **19***e*. The second switching valve **20** connects the inlets **20***a* and **20***d* with the outlet **20***e*, and also connects the inlet **20***b* with the outlet **20***f*, thereby closing the inlet **20***c*.

Accordingly, a first coolant circuit (low-temperature coolant circuit) is formed of the first pump **11**, the coolant cooler **14**, the inverter cooler **16**, and the radiator **13**, whereas a second coolant circuit (intermediate-temperature coolant circuit) is formed of the second pump **12**, the condenser **50**, and the heater core **51**.

That is, as indicated by solid arrows in FIG. **27**, the coolant discharged from the first pump **11** is branched into the coolant cooler **14**, and the inverter cooler **16** by the first switching valve **19** to flowing through the coolant cooler **14** and the inverter cooler **16** in parallel. The coolants flowing through the coolant cooler **14**, and through the inverter cooler **16** are collected by the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by an alternate long and short dashed arrow in FIG. **27**, the coolant discharged from the second pump **12** flows through the condenser **50** and the heater core **51** in series via the first switching valve **19**, and is then sucked into the second pump **12** via the second switching valve **20**.

Thus, in the third mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the inverter cooler **16**, which can cool the inverter by the low-temperature coolant.

In this case, the battery is at a predetermined temperature (for example, 40° C.) or less, and thus does not need to be cooled, so that the circulation of the coolant to the battery cooler **15** is stopped.

In the third mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the radiator **13**, allowing the coolant to absorb heat from the outside air in the radiator **13**. Then, the coolant that has absorbed heat from the outside air in the radiator **13** exchanges heat with the refrigerant of the refrigeration cycle **22** in the coolant cooler **14** to dissipate heat therefrom. Thus, in the coolant cooler **14**, the refrigerant of the refrigeration cycle **22** absorbs heat from the outside air via the coolant.

The refrigerant which has absorbed heat from the outside air in the coolant cooler **14** exchanges heat with the coolant of the intermediate-temperature coolant circuit in the condenser **50**, whereby the coolant of the intermediate-temperature coolant circuit is heated. The coolant of the intermediate-temperature circuit heated by the condenser **50** exchanges heat with the blast air having passed through the evaporator **55** in flowing through the heater core **51**, thereby dissipating heat therefrom. Thus, the heater core **51** heats the blast air after having passed through the evaporator **55**. Accordingly, the fourth mode can achieve heat pump heating that heats the vehicle interior by absorbing heat from the outside air.

The blast air heated by the heater core **51** is a dried cool air cooled and dehumidified by the low-pressure refrigerant of the refrigeration cycle **22** in the evaporator **55**. Thus, in the third mode, the dehumidification heating can be performed.

Alternatively, when the temperature of the battery increases in the third mode, the intermediate-temperature coolant or low-temperature coolant may circulate into the battery cooler **15**, thereby cooling the battery.

In this embodiment, when the battery is charged with the electric power supplied from the external power source, the electromagnetic valve **59** is opened to allow the low-pressure refrigerant of the refrigeration cycle to flow into the coolant cooler **14**, so that the coolant cooled by the coolant cooler **14** flows through the battery cooler **15** to thereby cool the battery. Thus, the cold energy made by the refrigeration cycle **22** can be stored in the battery.

After the battery is charged with the electric power supplied from the external power source, the coolant flowing through the battery cooler **15** flows through the supercooler **60**, so that the refrigerant flowing through the supercooler **60** can be cooled by the cold energy stored in the battery, further improving the efficiency of the refrigeration cycle **22**. At this time, the electromagnetic valve **59** is closed to prevent the low-pressure refrigerant of the refrigeration cycle from flowing into the coolant cooler **14**, thereby decreasing a cooling load on the refrigeration cycle **22**.

Thus, for example, when the external power source cannot be used during traveling of the vehicle, the cold energy stored in the battery can be used for cooling the devices to be cooled, thereby decreasing the power consumption.

In this embodiment, the supercooler **60** and the battery cooler **15** are connected together in series, which can effectively cool the coolant heated through the supercooler **60** with the cold energy stored in the battery cooler **15** as compared to the case in which the supercooler **60** and the battery cooler **15** are connected together in parallel.

In this embodiment, the coolant cooler **14**, the condenser **50**, and the supercooler **60** are integrated into one heat exchanger **52**, which can significantly improve the productivity as compared to the case where the coolant cooler **14**, the condenser **50**, and the supercooler **60** are formed of different heat exchangers.

Further, in this embodiment, the inlet **61***e* and outlet **61***g* for the coolant of the coolant cooler **14** are disposed inside both the ends **61***q* and **61***r* of the tank portions **61***b* and **61***c* in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where the inlet **61***e* and outlet **61***g* for the coolant are disposed at both ends **61***q* and **61***r* of the tank portions **61***b* and **61***c* in the tube stacking direction. The coolant cooler **14** does not allow the flow of coolant to make a U-turn, and thus can reduce the loss of pressure of the coolant in the coolant cooler **14**.

Likewise, the inlet **61***i* and outlet **61***k* for the coolant of the condenser **50** are disposed inside both the ends **61***q* and **61***r* of the tank portions **61***b* and **61***c* in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where the inlet **61***i* and outlet **61***k* for the coolant are disposed at both the ends **61***q* and **61***r* of the tank portions **61***b* and **61***c* in the tube stacking direction. The condenser **50** does not allow the flow of coolant to make a U-turn, and thus can reduce the loss of pressure of the coolant in the condenser **50**.

Likewise, the inlet **61***n* and outlet **61***m* for the coolant and the outlet **61***o* for the refrigerant of the supercooler **60** are disposed inside both the ends **61***q* and **61***r* of the tank portions **61***b* and **61***c* in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where the inlet **61***i* and outlet **61***k* for the coolant and the outlet **61***o* for the refrigerant are disposed at both the ends **61***q* and **61***r* of the tank portions **61***b* and **61***c* in the tube stacking direction. The condenser **50** does not allow the flow of coolant and the flow of refrigerant to make the U-turn, and thus can reduce the loss of pressure of the coolant in the condenser **50**.

Third Embodiment

In a third embodiment of the invention, as shown in FIG. **29**, an intake air cooler **65** (device to be cooled) is added to the structure of the above second embodiment. The intake air cooler **65** is a heat exchanger that cools intake air by exchanging heat between the coolant and the intake air at a high temperature compressed by a supercharger for an engine. The intake air is preferably cooled down to about 30° C.

The coolant inlet side of the intake air cooler **65** is connected to the outlet **19***g* of the first switching valve **19**. The coolant outlet side of the intake air cooler **65** is connected to the inlet **20***g* of the second switching valve **20**.

In this embodiment, the supercooler **60** is connected to between the coolant outlet side of the coolant cooler **14** and the inlet **20***a* of the second switching valve **20**.

The first switching valve **19** is configured to be capable of switching among three types of communication states between the inlets **19***a* and **19***b* and the outlets **19***c*, **19***d*, **19***e*, **19***f*, and **19***g*. The second switching valve **20** is also configured to be capable of switching among three types of communication states between the inlets **20***a*, **20***b*, **20***c*, **20***d*, and **20***g* and the outlets **20***e*, and **20***f*.

FIG. **30** shows the operation (first mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a first state.

In the first state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, **19***f*, and **19***g*, and also connects the inlet **19***b* with the outlets **19***c* and **19***e*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***d*, **19***f*, and **19***g* as indicated by alternate long and short dashed arrows in FIG. **30**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c* and **19***e* as solid arrows in FIG. **30**.

In the first state, the second switching valve **20** connects the inlets **20***b*, **20***d*, and **20***g* with the outlet **20***e*, and also connects the inlets **20***a*, and **20***c* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b*, **20***d*, and **20***g* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIG. **30**, and also allows the coolant entering the inlets **20***a* and **20***c* to flow out of the outlet **20***f* as solid arrow in FIG. **30**.

FIG. **31** shows the operation (second mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a second state.

In the second state, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d*, and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, **19***f*, and **19***g*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlet **19***d* as indicated by an alternate long and short dashed arrow in FIG. **31**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c*, **19***e*, **19***f*, and **19***g* as solid arrows in FIG. **31**.

In the second state, the second switching valve **20** connects the inlet **20***b* with the outlet **20***e* and also connects the inlets **20***a*, **20***c*, **20***d*, and **20***g* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlet **20***b* to flow out of the outlet **20***e* as indicated by an alternate long and short dashed arrow in FIG. **31**, and the coolant entering the inlets **20***a*, **20***c*, **20***d*, and **20***g* to flow out of the outlet **20***f* as a solid arrow in FIG. **31**.

FIG. **32** shows the operation (third mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a third state.

In the third state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***c* and **19***f*, and also connects the inlet **19***b* with the outlets **19***d*, **19***e*, and **19***g*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***c*, and **19***f* as indicated by solid arrows in FIG. **32**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***d*, **19***e*, and **19***g* as indicated by alternate long and short dashed arrows in FIG. **32**.

In the third state, the second switching valve **20** connects the inlets **20***a*, and **20***d* with the outlet **20***e*, and also connects the inlets **20***b*, **20***c*, and **20***g* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***a* and **20***d* to flow out of the outlet **20***e* as indicated by solid arrows in FIG. **32**, and also allows the coolant entering the inlets **20***b*, **20***c*, and **20***g* to flow out of the outlet **20***f* as the alternate long and short dashed arrow in FIG. **32**.

Now, the operation of the above-mentioned structure will be described. When the outside air temperature detected by the outside air sensor **42** is more than 15° C. and less than 40° C., the controller **40** performs the first mode shown in FIG. **30**.

In the first mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the first state shown in FIG. **30** to thereby operate the first and second pumps **11** and **12** and the compressor **23**, thereby switching the electromagnetic valve **59** to the opened state.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d*, **19***f*, and **19***g*, and also connects the inlet **19***b* with the outlets **19***c* and **19***e*. The second switching valve **20** connects the inlets **20***b*, **20***d*, and **20***g* with the outlet **20***e*, and also connects the inlets **20***a* and **20***c* with the outlet **20***f*.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the inverter cooler **16**, the condenser **50**, the heater core **51**, the intake air cooler **65**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the supercooler **60**, and the battery cooler **15**.

That is, as indicated by alternate long and short dashed arrows in FIG. **30**, the coolant discharged from the first pump **11** is branched into the inverter cooler **16**, the condenser **50**, and the intake air cooler **65** by the first switching valve **19** to flow in parallel through the inverter cooler **16**, the condenser **50**, and the intake air cooler **65**. The coolant flowing through the condenser **50** flows in series through the heater core **51**. The coolants flowing through the heater core **51**, through the inverter cooler **16**, and through the intake air cooler **65** are collected by the second switching valve **20** to flow through the radiator **13**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by solid arrows of FIG. **30**, the coolant discharged from the second pump **12** is branched into the coolant cooler **14** and the battery cooler **15** by the first switching valve **19** to flow in parallel through the coolant cooler **14** and the battery cooler **15**. The coolant flowing through the coolant cooler **14** flows in series through the supercooler **60**. The coolants flowing through the supercooler **60** and through the battery cooler **15** are collected by the second switching valve **20** to be sucked into the second pump **12**.

In this way, in the first mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the inverter cooler **16**, the condenser **50**, the heater core **51**, and the intake air cooler **65**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the supercooler **60** and the battery cooler **15**.

As a result, the inverter, the intake air, and the high-pressure refrigerant of the condenser **50** are cooled by the intermediate-temperature coolant, and the liquid-phase refrigerant of the supercooler **60** and the battery are cooled by the low-temperature coolant.

In the first mode, the evaporator **55** exchanges heat between the blast air into the vehicle interior and the low-pressure refrigerant of the refrigeration cycle **22** to thereby cool the blast air into the vehicle interior. In the first mode, the condenser **50** exchanges heat between the intermediate-temperature coolant and the high-pressure refrigerant of the refrigeration cycle **22** to thereby heat the intermediate-temperature coolant, whereas the heater core **51** exchanges heat between the blast air into the vehicle interior and the intermediate-temperature coolant to thereby heat the blast air into the vehicle interior. Thus, the conditioned air at the desired temperature can be made to adjust the temperature of air in the vehicle interior.

When the outside air temperature detected by the outside air sensor **42** is 40° C. or higher, the controller **40** performs the second mode shown in FIG. **31**.

In the second mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the second state shown in FIG. **31** to thereby operate the first and second pumps **11** and **12** and the compressor **23**, thereby switching the electromagnetic valve **59** to the opened state.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d* and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, **19***f*, and **19***g*. The second switching valve **20** connects the inlet **20***b* with the outlet **20***e*, and also connects the inlets **20***a*, **20***c*, **20***d*, and **20***g* with the outlet **20***f*.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the condenser **50**, the heater core **51**, and the radiator **13**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the supercooler **60**, the battery cooler **15**, and the inverter cooler **16**.

That is, as indicated by an alternate long and short dashed arrow of FIG. **31**, the coolant discharged from the first pump **11** flows through the condenser **50** and the heater core **51** in series via the first switching valve **19**, and is then sucked into the first pump **11** via the second switching valve **20**.

On the other hand, as indicated by solid arrows in FIG. **31**, the coolant discharged from the second pump **12** is branched into the coolant cooler **14**, the battery cooler **15**, the inverter cooler **16**, and the intake air cooler **65** by the first switching valve **19**. The coolant flowing through the coolant cooler **14** flows in series through the supercooler **60**. The coolants flowing through the cooler core **60**, through the battery cooler **15**, through the inverter cooler **16**, and through the intake air cooler **65** are collected by the second switching valve **20** to be sucked into the second pump **12**.

In this way, in the second mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the condenser **50**, and the heater core **51**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the supercooler **60**, the battery cooler **15**, the inverter cooler **16**, and the intake air cooler **65**.

As a result, the high-pressure refrigerant of the condenser **50** is cooled by the intermediate-temperature coolant, and the liquid-phase refrigerant of the supercooler **60**, the battery, the inverter, and the intake air are cooled by the low-temperature coolant.

In the second mode, the evaporator **55** exchanges heat between the blast air into the vehicle interior and the low-pressure refrigerant of the refrigeration cycle **22** to thereby cool the blast air into the vehicle interior. In the second mode, the condenser **50** exchanges heat between the high-pressure refrigerant of the refrigeration cycle **22** and the intermediate-temperature coolant to thereby heat the intermediate-temperature coolant, whereas the heater core **51** exchanges heat between the intermediate-temperature coolant and the blast air into the vehicle interior to thereby heat the blast air into the vehicle interior. Thus, the conditioned air at the desired temperature can be made to adjust the temperature of air in the vehicle interior.

Even in performing the first mode, under sudden acceleration, such as upon startup, the low-temperature coolant is allowed to flow through the intake air cooler **65**, thereby cooling the intake air with the low-temperature coolant in the same way as the second mode. Thus, even though the intake air temperature is increased due to an increase in supercharging pressure at the time of sudden acceleration, the intake air can be sufficiently cooled to improve the fuel efficiency.

When the outside air temperature detected by the outside air sensor **42** is 0° C. or lower, the controller **40** performs the third mode shown in FIG. **32**.

In the third mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the third state shown in FIG. **32** to thereby operate the first and second pumps **11** and **12** and the compressor **23**, thereby switching the electromagnetic valve **59** to the opened state.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlets **19***c* and **19***f* and also connects the inlet **19***b* with the outlets **19***d*, **19***e*, and **19***g*. The second switching valve **20** connects the inlets **20***a* and **20***d* with the outlet **20***e*, and also connects the inlets **20***b*, **20***c*, and **20***g* with the outlet **20***f*.

Accordingly, the first coolant circuit (low-temperature coolant circuit) is formed of the first pump **11**, the coolant cooler **14**, the supercooler **60**, the inverter cooler **16**, and the radiator **13**, whereas the second coolant circuit (intermediate-temperature coolant circuit) is formed of the second pump **12**, the battery cooler **15**, the condenser **50**, the heater core **51**, and the intake cooler **65**.

That is, as indicated by solid arrows of FIG. **32**, the coolant discharged from the first pump **11** is branched into the coolant cooler **14**, and the inverter cooler **16** by the first switching valve **19**. The coolant flowing through the coolant cooler **14** flows in series through the supercooler **60**. The coolants flowing through the supercooler **60** and through the inverter cooler **16** are collected by the second switching valve **20** to thereby be sucked into the first pump **11**.

On the other hand, as indicated by alternate long and short dashed arrows of FIG. **32**, the coolant discharged from the second pump **12** is branched into the battery cooler **15**, the condenser **50**, and the intake air cooler **65** by the first switching valve **19**. The coolant flowing through the condenser **50** flows in series through the heater core **51**. The coolants flowing through the cooler core **51**, through the battery cooler **15**, and through the intake air cooler **65** are collected by the second switching valve **20** to be sucked into the second pump **12**.

In the third mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the inverter cooler **16**, which can cool the inverter by the low-temperature coolant.

In the third mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the radiator **13**, allowing the coolant to absorb heat from the outside air in the radiator **13**. Then, the coolant that has absorbed heat from the outside air in the radiator **13** exchanges heat with the refrigerant of the refrigeration cycle **22** in the coolant cooler **14** to dissipate heat therefrom. Thus, in the coolant cooler **14**, the refrigerant of the refrigeration cycle **22** absorbs heat from the outside air via the coolant.

The refrigerant which has absorbed heat from the outside air in the coolant cooler **14** exchanges heat with the coolant of the intermediate-temperature coolant circuit in the condenser **50**, whereby the coolant of the intermediate-temperature coolant circuit is heated. The coolant of the intermediate-temperature circuit heated by the condenser **50** exchanges heat with the blast air having passed through the evaporator **55** in flowing through the heater core **51**, thereby dissipating heat therefrom. Thus, the heater core **51** heats the blast air after having passed through the evaporator **55**. Accordingly, the fourth mode can achieve heat pump heating that heats the vehicle interior by absorbing heat from the outside air.

The blast air heated by the heater core **51** is a dried cool air cooled and dehumidified by the evaporator **55**. Thus, in the third mode, the dehumidification heating can be performed.

In the third mode, the intermediate-temperature coolant heated by the condenser **50** flows through the battery cooler **15** and the intake air cooler **65**. Thus, the third mode can improve the output of the battery by heating the battery, and promoting the atomization of the fuel by heating the intake air, further improving the fuel efficiency. In particular, at the cold start when fuel is difficult to atomize due to the cold engine, the promotion of the atomization of the fuel can improve the combustion efficiency.

Fourth Embodiment

Although in the first embodiment, the radiator **13** is connected between the outlet **20***e* of the second switching valve **20** and the suction side of the first pump **11**, in a fourth embodiment, as shown in FIG. **33**, the radiator **13** is connected between the outlet **19***g* of the first switching valve **19** and the inlet **20***g* of the second switching valve **20**.

The coolant inlet side of the radiator **13** is connected to the outlet **19***g* of the first switching valve **19**. The coolant outlet side of the radiator **13** is connected to the inlet **20***g* of the second switching valve **20**.

The first switching valve **19** is configured to be capable of switching among two types of communication states between the inlets **19***a* and **19***b* and the outlets **19***c*, **19***d*, **19***e*, **19***f*, and **19***g*. The second switching valve **20** is also configured to be capable of switching among two types of communication states between the inlets **20***a*, **20***b*, **20***c*, **20***d*, and **20***g* and the outlets **20***e*, and **20***f*.

FIG. **34** shows the operation (first mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a first state.

In the first state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d* and **19***e*, and also connects the inlet **19***b* with the outlets **19***c*, **19***f*, and **19***g*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***d* and **19***e* as indicated by an alternate long and short dashed arrow in FIG. **34**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c*, **19***f*, and **19***g* as solid arrows in FIG. **34**.

In the first state, the second switching valve **20** connects the inlets **20***b*, and **20***c* with the outlet **20***e* and also connects the inlets **20***a*, **20***d*, and **20***g* with the outlet **20***f*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b* and **20***c* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIG. **34**, and also allows the coolant entering the inlets **20***a*, **20***d*, and **20***g* to flow out of the outlet **20***f* as solid arrows in FIG. **30**.

FIG. **35** shows the operation (second mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a second state.

In the second state, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d*, and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, and **19***f*, thereby closing the outlet **19***g*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlet **19***d* as indicated by an alternate long and short dashed arrow in FIG. **35**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c*, **19***e*, and **19***f* as indicated by solid arrows in FIG. **35**, thereby preventing the coolant from flowing out of the outlet **19***g*.

In the second state, the second switching valve **20** connects the inlet **20***b* with the outlet **20***e* and also connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***f*, thereby closing the inlet **20***g*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b* to flow out of the outlet **20***e* as indicated by an alternate long and short dashed arrow in

FIG. **35**, and also allows the coolant entering the inlets **20***a*, **20***c*, and **20***d* to flow out of the outlet **20***f* as indicated by solid arrows in FIG. **35**, thereby preventing the coolant from flowing out of the inlet **20***g*.

When the battery is charged with the power supplied from the external power supply at a very low temperature of the outside air (for example, at 0° C.) in winter, the controller **40** performs the first mode shown in FIG. **34**.

In the first mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the first state shown in FIG. **34** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d* and **19***e* and also connects the inlet **19***b* with the outlets **19***c*, **19***f*, and **19***g*. The second switching valve **20** connects the inlets **20***b* and **20***c* with the outlet **20***e*, and also connects the inlets **20***a*, **20***d*, and **20***g* with the outlet **20***f*.

Accordingly, a first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the battery cooler **15**, the condenser **50**, and the heater core **51**, whereas a second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the cooler core **18** the inverter cooler **16**, and the heater core **13**.

That is, as indicated by alternate long and short dashed arrows in FIG. **34**, the coolant discharged from the first pump **11** is branched into the inverter cooler **15** and the condenser **50** by the first switching valve **19** to flow in parallel through the inverter cooler **15** and the condenser **50**. The coolant flowing through the condenser **50** flows in series through the heater core **51**. The coolants flowing through the heater core **51** and through the inverter cooler **15** are collected by the second switching valve **20** to be sucked into the first pump **11**.

On the other hand, as indicated by solid arrows in FIG. **34**, the coolant discharged from the second pump **12** is branched into the coolant cooler **14**, the inverter cooler **16**, and the radiator **13** by the first switching valve **19**. The coolant flowing through the coolant cooler **14** flows in series through the cooler core **18**. The coolants flowing through the cooler core **18**, through the inverter cooler **16**, and through the radiator **13** are collected by the second switching valve **20** to be sucked into the second pump **12**.

In the first mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the inverter cooler **16** and the cooler core **18**, which can cool the inverter and the blast air into the vehicle interior by the low-temperature coolant.

In the first mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the radiator **13**, allowing the coolant to absorb heat from the outside air in the radiator **13**. Then, the coolant that has absorbed heat from the outside air in the radiator **13** exchanges heat with the refrigerant of the refrigeration cycle **22** in the coolant cooler **14** to dissipate heat therefrom. Thus, in the coolant cooler **14**, the refrigerant of the refrigeration cycle **22** absorbs heat from the outside air via the coolant.

The refrigerant which has absorbed heat from the outside air in the coolant cooler **14** exchanges heat with the coolant of the intermediate-temperature coolant circuit in the condenser **50**, whereby the coolant of the intermediate-temperature coolant circuit is heated. The coolant of the intermediate-temperature circuit heated by the condenser **50** exchanges heat with the blast air having passed through the cooler core **18** in flowing through the heater core **51**, thereby dissipating heat therefrom. Thus, the heater core **51** heats the blast air having passed through the cooler core **18**. Accordingly, the fourth mode can achieve heat pump heating that heats the vehicle interior by absorbing heat from the outside air.

The blast air heated by the heater core **51** is a dried cool air which is cooled and dehumidified by the cooler core **18**. Thus, in the first mode, the dehumidification heating can be performed.

For example, when the battery is charged before a passenger rides on a vehicle, pre-air conditioning can be carried out to perform air conditioning of the vehicle interior before the passenger rides on.

Further, in the first mode, the intermediate-temperature coolant heated by the condenser **50** flows through the battery cooler **15**, so that the warm energy can be stored in the battery by heating the battery. In this embodiment, in the first mode, the battery is heated up to about 40° C.

When the charging of the battery with the power from the external power source is completed and the vehicle starts traveling, the controller **40** performs the second mode shown in FIG. **35**.

In the second mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the second state shown in FIG. **35** to thereby operate the first and second pumps **11** and **12** and the compressor **23**.

Thus, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d*, and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, and **19***f*, thereby closing the outlet **19***g*. The second switching valve **20** connects the inlet **20***b* with the outlet **20***e*, and also connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***f*, thereby closing the inlet **20***g*.

Accordingly, the first coolant circuit (intermediate-temperature coolant circuit) is formed of the first pump **11**, the condenser **50**, and the heater core **51**, whereas the second coolant circuit (low-temperature coolant circuit) is formed of the second pump **12**, the coolant cooler **14**, the cooler core **18**, the battery cooler **15**, and the inverter cooler **16**, thus stopping of circulation of the coolant toward the radiator **13**.

That is, as indicated by an alternate long and short dashed arrow of FIG. **35**, the coolant discharged from the first pump **11** flows through the condenser **50** and the heater core **51** in series via the first switching valve **19**, and is then sucked into the first pump **11** via the second switching valve **20**.

On the other hand, as indicated by solid arrows in FIG. **35**, the coolant discharged from the second pump **12** is branched into the coolant cooler **14**, the battery cooler **15**, and the inverter cooler **16** by the first switching valve **19**. The coolant flowing through the coolant cooler **14** flows in series through the cooler core **18**. The coolants flowing through the cooler core **18**, through the battery cooler **15**, and through the inverter cooler **16** are collected by the second switching valve **20** to be sucked into the second pump **12**.

In the second mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the battery cooler **15**, allowing the low-temperature coolant to absorb heat from the battery in the radiator **15**. Then, the coolant which has absorbed heat from the battery in the battery cooler **15** exchanges heat with the refrigerant of the refrigeration cycle **22** in the coolant cooler **14** to dissipate heat therefrom. Thus, in the coolant cooler **14**, the refrigerant of the refrigeration cycle **22** absorbs heat from the battery via the coolant.

The refrigerant which has absorbed heat from the battery in the coolant cooler **14** exchanges heat with the coolant of the intermediate-temperature coolant circuit in the condenser **50**, thereby heating the coolant of the intermediate-temperature coolant circuit. The coolant of the intermediate-temperature circuit heated by the condenser **50** exchanges heat with the blast air having passed through the cooler core **18** in flowing through the heater core **51**, thereby dissipating heat therefrom. Thus, the heater core **51** heats the blast air having passed through the cooler core **18**. Accordingly, the second mode can achieve heat pump heating that heats the vehicle interior by absorbing heat from the battery.

The blast air heated by the heater core **51** is a dried cool air which is cooled and dehumidified by the cooler core **18**. Thus, in the second mode, the dehumidification heating can be performed.

In this example, in the first mode, the battery is heated up to about 40° C., and hence in the second mode, the heat pump can be achieved by drawing heat from the battery at the 40° C. Thus, this example can operate the thermal management system at a higher temperature than the case where the low-pressure refrigerant of the refrigeration cycle **22** absorbs heat from the outside air (for example, 0° C.), thereby improving the operating efficiency of the heat pump.

In the second mode, the coolant does not circulate through the radiator **13**, and the radiator **13** does not absorb heat from outside air, which can prevent the frost formation of the radiator **13**.

Fifth Embodiment

Although in the above respective embodiments, the devices to be cooled include the coolant cooler **14**, the battery cooler **15**, the inverter cooler **16**, the exhaust gas cooler **17**, the cooler core **18**, the condenser **50**, and the intake air cooler **65** by way of example, in a fifth embodiment, as shown in FIG. **36**, the devices to be cooled include the intake air cooler **65**, a fuel cooler **66**, and a vehicle-mounted electronic device cooler **67**.

The fuel cooler **66** is a heat exchanger for cooling fuel by exchanging heat between the fuel supplied to the engine and the coolant. The vehicle-mounted electronic device cooler **67** is a heat exchanger for cooling a vehicle-mounted electronic device by exchanging heat between the vehicle-mounted electronic device and the coolant. In this way, various devices can be used as the devices to be cooled.

Like this embodiment, the condenser **50** may be connected to between the discharge side of the first pump **11** and the inlet **19***a* of the first switching valve **19**.

Sixth Embodiment

Although in the above second embodiment, the outlet **61***g* and inlet **61***n* for the coolant are formed in parts constituting the coolant cooler **14** and the supercooler **60** of the tank portion **61***c* of the heat exchanger **61**, in a sixth embodiment, as shown in FIG. **37**, the outlet **61***g* and inlet **61***n* for the coolant are removed, and a hole **61***p* for allowing the refrigerant to flow therethrough is formed in a part of the partition portion **61***d* that partitions the internal space of the tank portion **61***c* into a tank space for the coolant cooler **14**, and another tank space for the supercooler **60**.

Thus, in the coolant cooler **14**, the coolant flows from the inlet **61***e* into the tank portion **61***b*, and is then distributed to the tubes for the coolant by the tank portion **61***b*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **61***c* to flow from the hole **61***p* of the partition portion **61***d* into the supercooler **60**.

In the supercooler **60**, the coolant flows into the tank portion **61***c* through the hole **61***p* of the partition portion **61***d*, and is then distributed to the tubes for the coolant by the tank portion **61***c*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **61***b* to flow from the outlet **61***m*.

This embodiment can remove the outlet **61***g* and inlet **61***n* for the coolant with respect to the heat exchanger **61** of the second embodiment, and thus can simplify the connection structure of the coolant pipes.

Seventh Embodiment

Although in the sixth embodiment, the coolant cooler **14**, the condenser **50**, and the supercooler **60** are included in one heat exchanger **61**, in a seventh embodiment, as shown in FIG. **38**, the coolant cooler **14**, the condenser **50**, and the expansion valve **25** are integrated together.

The coolant cooler **14** is composed of the tank-and-tube type heat exchanger, and includes a heat exchanger core (second heat exchanging portion) **14***a*, and tank portions **14***b* and **14***c*. The heat exchanger core **14***a* includes a plurality of tubes through which the coolant and the refrigerant flow independently. The tubes are stacked on each other in parallel. The tank portions **14***b* and **14***c* are disposed on both ends of the tubes to distribute and collect the coolant and refrigerant for the tubes.

Respective members constituting the heat exchanger core **14***a*, and the tank portions **14***b* and **14***c* are formed of metal (for example, an aluminum alloy), and bonded together by brazing.

The condenser **50** is composed of the tank-and-tube type heat exchanger, and includes a heat exchanger core (first heat exchanging portion) **50***a*, and tank portions **50***b* and **50***c*. The heat exchanger core **50***a* includes a plurality of tubes through which the coolant and the refrigerant flow independently. The tubes are stacked on each other in parallel. The tank portions **50***b* and **50***c* are disposed on both ends of the tubes to distribute and collect the coolant and refrigerant for the tubes.

Respective members constituting the heat exchanger core **50***a*, and the tank portions **50***b* and **50***c* are formed of metal (for example, an aluminum alloy), and bonded together by brazing.

The coolant cooler **14** and the condenser **24** are disposed in parallel in the stacking direction of tubes (in the left-right direction of FIG. **38**). Specifically, the expansion valve **25** is fixed while being sandwiched between the coolant cooler **14** and the condenser **24**.

The expansion valve **25** is a thermal expansion valve whose valve opening degree is adjusted by a mechanical system such that a degree of superheat of the refrigerant flowing from the coolant cooler **14** is in a predetermined range. The expansion valve **25** has a temperature sensing portion **25***a* for sensing the superheat degree of the refrigerant on the outlet side of the coolant cooler **14**.

One tank portion **14***c* of the coolant cooler **14** is provided with an inlet **14***e* for the coolant and an outlet **14***f* for the refrigerant. The outlet **14***f* for the refrigerant is superimposed over the refrigerant inlet of the temperature sensing portion **25***a* of the expansion valve **25**.

The other tank portion **14***b* of the coolant cooler **14** is provided with an outlet **14***g* for the coolant and an inlet **14***h* for the refrigerant. The inlet **14***h* for the refrigerant is superimposed over the refrigerant outlet of the expansion valve **25**.

Thus, in the coolant cooler **14**, the coolant flows from the inlet **14***e* into the tank portion **14***c*, and is then distributed to the tubes for the coolant by the tank portion **14***c*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **14***b* to flow from the outlet **14***g*.

In the coolant cooler **14**, the refrigerant decompressed by the expansion valve **25** flows from the inlet **14***h* into the tank portion **14***b*, and is then distributed to the tubes for the refrigerant in the tank portion **14***b*. The refrigerants having passed through the tubes for the refrigerant are collected into the tank portion **14***c* to flow from the outlet **14***f* into the temperature sensing portion **25***a* of the expansion valve **25**. The temperature sensing portion **25***a* of the expansion valve **25** is provided with an outlet **25***b* for the refrigerant.

The inlet **14***e* and outlet **14***g* for the coolant of the coolant cooler **14** are disposed between both ends of each of tank portions **14***b* and **14***c* in the tube stacking direction (both ends in the left-right direction of FIG. **38**). Thus, the coolant cooler **14** does not allow the flow of coolant to make a U-turn.

The inlet **14***e* and outlet **14***g* are oriented in the direction perpendicular to the tube stacking direction. In an example shown in FIG. **38**, the inlet **14***e* and outlet **14***g* are oriented in the direction parallel to the tubes for the refrigerant and for the coolant.

One tank portion **50***b* of the condenser **50** is provided with an inlet **50***e* for the coolant and an outlet **50***f* for the refrigerant. The outlet **50***b* for the refrigerant is superimposed over the refrigerant inlet of the expansion valve **25**. One other tank portion **50***c* of the condenser **50** is provided with an outlet **50***g* for the coolant and an inlet **50***h* for the refrigerant.

Thus, in the condenser **50**, the coolant flows from the inlet **50***e* into the tank portion **50***b*, and is then distributed to the tubes for the coolant by the tank portion **50***b*. The coolants after having passed through the tubes for the coolant are collected into the tank portion **50***c* to flow from the outlet **50***g*.

In the condenser **50**, the refrigerant flows from the inlet **50***h* into the tank portion **50***c*, and is then distributed to the tubes for the refrigerant by the tank portion **50***c*. The coolants after having passed through the tubes for the refrigerant are collected into the tank portion **50***b* to flow from the outlet **50***f* into the expansion valve **25**. The refrigerant flowing from the outlet **50***f* into the expansion valve **25** is decompressed by the expansion valve **25** to flow into the coolant cooler **14**.

The inlet **50***e* and outlet **50***g* for the coolant of the condenser **50** are disposed between both ends of tank portions **50***b* and **50***c* in the tube stacking direction (both ends in the left-right direction of FIG. **38**). Thus, the condenser **50** does not allow the flow of coolant to make a U-turn.

The inlet **50***e* and outlet **50***g* are oriented in the direction perpendicular to the tube stacking direction. In the example shown in FIG. **38**, the inlet **50***e* and outlet **50***g* are oriented in the direction parallel to the tubes for the refrigerant and for the coolant.

Further, in this embodiment, the inlet **14***e* and outlet **14***g* for the coolant of the coolant cooler **14** are disposed between both ends (both ends in the left-right direction of FIG. **38**) of each of the tank portions **14***b* and **14***c* in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where the inlet **14***e* and outlet **14***g* for the coolant are disposed at both ends of each of the tank portions **14***b* and **14***c* in the tube stacking direction. The coolant cooler **14** does not allow the flow of coolant to make a U-turn, and thus can reduce the loss of pressure of the coolant in the coolant cooler **14**.

Likewise, the inlet **50***e* and outlet **50***g* for the coolant of the condenser **50** are disposed between both ends (both ends in the left-right direction of FIG. **38**) of each of the tank portions **50***b* and **50***c* in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where the inlet **50***e* and outlet **50***g* for the coolant are disposed at both ends of each of the tank portions **50***b* and **50***c* in the tube stacking direction. The condenser **50** does not allow the flow of coolant to make a U-turn, and thus can reduce the loss of pressure of the coolant in the condenser **50**.

This embodiment does not need any refrigerant pipe between the coolant cooler **14** and the expansion valve **25**, and between the condenser **50** and the expansion valve **25**, and thus can simplify the connection structure between the refrigerant pipes.

A first tank space **50***i* for the refrigerant in the internal space of the tank portion **50***b* of the condenser **50** that causes the refrigerant to flow into the expansion valve **25** is superimposed over a second tank space **14***i* for the refrigerant in the tank portion **14***b* of the coolant cooler **14** that causes the refrigerant flowing out of the expansion valve **25** to flow thereinto as viewed from the tube stacking direction. Thus, a common part or component can be shared between the condenser **50** and the coolant cooler **14**.

The first tank space **50***i* for the refrigerant, a decompression flow path **25***c* of the expansion valve **25**, and the second tank space **14***i* for the refrigerant are linearly disposed side by side in the tube stacking direction. Thus, the structure of the coolant cooler **14**, condenser **50**, and expansion valve **25** can be simplified. The decompression flow path **25***c* of the expansion valve **25** is a flow path through which the refrigerant flowing from the condenser **50** is decompressed to flow into the coolant cooler **14**.

Second Reference Example

Although in the first reference example, the operating mode is switched according to the outside air temperature detected by the outside air sensor **42**, in a second reference embodiment, the operating mode is switched according to the temperature of the inverter and the temperature of the battery.

The first switching valve **19** is configured to be capable of switching among four types of communication states between the inlets **19***a* and **19***b* and the outlets **19***c*, **19***d*, **19***e*, and **19***f*. The second switching valve **20** is also configured to be capable of switching among four types of communication states between the inlets **20***a*, **20***b*, **20***c*, and **20***d* and the outlets **20***e*, and **20***f*.

FIG. **39** shows the operation (first mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a first state.

In the first state, the first switching valve **19** closes the inlet **19***a*, and connects the inlet **19***b* with the outlet **19***c*, **19***d*, **19***e*, and **19***f*. Thus, the first switching valve **19** does not allow the coolant to flow into the inlet **19***a*, but allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c*, **19***d*, **19***e*, and **19***f* as indicated by solid arrows in FIG. **39**.

In the first state, the second switching valve **20** closes the outlet **20***e*, and connects the inlets **20***a*, **20***b*, **20***c*, and **20***d* with the outlet **20***f*. Thus, the second switching valve **20** does not allow the coolant to flow from the outlet **20***e*, but allows the coolant entering the inlets **20***a*, **20***b*, **20***c*, and **20***d* to flow out of the outlet **20***f* as indicated by solid arrows of FIG. **39**.

FIG. **40** shows the operation (second mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a second state.

In the second state, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d*, and also connects the inlet **19***b* with the outlets **19***c*, **19***e*, and **19***f*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlet **19***d* as indicated by an alternate long and short dashed arrow in FIG. **40**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***c*, **19***e*, and **19***f* as solid arrows in FIG. **40**.

In the second state, the second switching valve **20** connects the inlets **20***a*, **20***c*, and **20***d* with the outlet **20***f*, and also connects the inlet **20***b* with the outlet **20***e*. Thus, the second switching valve **20** allows the coolant entering the inlet **20***b* to flow out of the outlet **20***e* as indicated by an alternate long and short dashed arrow in FIG. **40**, and also allows the coolant entering the inlets **20***a*, **20***c*, and **20***d* to flow out of the outlet **20***f* as indicated by a solid arrow in FIG. **40**.

FIG. **41** shows the operation (third mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a third state.

In the third state, the first switching valve **19** connects the inlet **19***a* with the outlets **19***d* and **19***e*, and also connects the inlet **19***b* with the outlets **19***c*, and **19***f*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlets **19***d* and **19***e* as indicated by alternate long and short dashed arrows in FIG. **41**, and also allows the coolant entering the inlet **19***b* to flow from the outlets **19***c* and **19***f* as indicated by solid arrows in FIG. **41**.

In the third state, the second switching valve **20** connects the inlets **20***a*, and **20***d* with the outlet **20***f*, and also connects the inlets **20***b* and **20***c* with the outlet **20***e*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b* and **20***c* to flow out of the outlet **20***e* as indicated by alternate long and short dashed arrows in FIG. **41**, and also allows coolant entering the inlets **20***a* and **20***d* to flow out of the outlet **20***f* as a solid arrow in FIG. **41**.

FIG. **42** shows the operation (fourth mode) of the cooling system **10** when the first and second switching valves **19** and **20** are switched to a fourth state.

In the fourth state, the first switching valve **19** connects the inlet **19***a* with the outlet **19***d*, and also connects the inlet **19***b* with the outlets **19***e* and **19***f*, thereby closing the outlet **19***c*. Thus, the first switching valve **19** allows the coolant entering the inlet **19***a* to flow out of the outlet **19***d* as indicated by an alternate long and short dashed arrow of FIG. **42**, and also allows the coolant entering the inlet **19***b* to flow out of the outlets **19***e* and **19***f* as indicated by solid arrows of FIG. **42**, thereby preventing the coolant from flowing out of the outlet **19***c*.

In the fourth state, the second switching valve **20** connects the inlets **20***c* and **20***d* with the outlet **20***f* and also connects the inlet **20***b* with the outlet **20***e*, thereby closing the inlet **20***a*. Thus, the second switching valve **20** allows the coolant entering the inlets **20***b* to flow out of the outlet **20***e* as indicated by an alternate long and short dashed arrow of FIG. **42**, and also allows the coolant entering the inlets **20***c*, and **20***d* to flow out of the outlet **20***f* as indicated by solid arrows of FIG. **42**, thereby preventing the coolant from entering the inlet **20***a*.

Next, an electric controller of the cooling system **10** will be described with reference to FIG. **43**. The electric controller of the cooling system **10** has the structure, in addition to the above-mentioned structure of the first reference example, in which detection signals from an inverter temperature sensor **45** and a battery temperature sensor **46** are input to the input side of the controller **40**.

The inverter temperature sensor **45** is an inverter temperature detector for detecting the temperature of the inverter. For example, the inverter temperature sensor **45** may detect the temperature of coolant flowing from the inverter cooler **16**. The battery temperature sensor **46** is a battery temperature detector for detecting the temperature of the battery. For example, the battery temperature sensor **46** may detect the temperature of coolant flowing from the battery cooler **15**.

A control process executed by the controller **40** of this embodiment will be described with reference to FIG. **44**. The controller **40** executes a computer program according to a flowchart of FIG. **44**.

First, in step S**200**, it is determined whether an inverter temperature Tinv detected by the inverter temperature sensor **45** exceeds 60° C.

When the inverter temperature Tinv is determined not to exceed 60° C., the priority of cooling of the inverter is determined not to be high, and the operation proceeds to step S**210**, in which the first mode shown in FIG. **39** is performed.

In the first mode, the controller **40** controls the electric motor **30** for a switching valve such that the first and second switching valves **19** and **20** are brought into the first state shown in FIG. **39**, thereby operating the second pump **12** and the compressor **23**, and stopping the first pump **11**.

Thus, the first switching valve **19** closes the inlet **19***a*, and connects the inlet **19***b* with the outlets **19***c*, **19***d*, **19***e*, and **19***f*. The second switching valve **20** connects the inlets **20***a*, **20***b*, **20***c*, and **20***d* with the outlet **20***f*, and closes the outlet **20***e*.

Thus, the low-temperature coolant circuit is formed of the second pump **12**, the coolant cooler **14**, the battery cooler **15**, the inverter cooler **16**, the exhaust gas cooler **17**, and the cooler core **18**, and the intermediate-temperature coolant circuit is not formed.

That is, as indicated by solid arrows of FIG. **39**, the coolant discharged from the second pump **12** flows through the coolant cooler **14**, and is branched by the first switching valve **19** into the battery cooler **15**, the inverter cooler **16**, the exhaust gas cooler **17**, and the cooler core **18**. Then, the coolants flowing in parallel through the battery cooler **15**, the inverter cooler **16**, the exhaust gas cooler **17**, and the cooler core **18** are collected into the second switching valve **20** to be sucked into the second pump **12**.

In contrast, as indicated by a dashed arrow of FIG. **39**, the coolant is not discharged from the first pump **11**, and does not flow through the radiator **13**.

In this way, in the first mode, the low-temperature coolant cooled by the coolant cooler **14** flows through the battery cooler **15**, the inverter cooler **16**, the exhaust gas cooler **17**, and the cooler core **18**. As a result, the battery, the inverter, the exhaust gas, and the blast air into the vehicle interior are cooled by the low-temperature coolant.

When the inverter temperature Tinv is determined to exceed 60° C. in step S**200**, the priority of cooling of the inverter is determined to be high, and then the operation proceeds to step S**220**. In step S**220**, it is determined whether the inverter temperature Tinv is less than 70° C. or not.

When the inverter temperature Tinv is determined to be 70° C. or more, the inverter is considered to be at an abnormal high temperature, and the operation proceeds to step S230, in which a warning light is lit up. Thus, a passenger can be informed that the inverter is at the abnormal high temperature.

When the inverter temperature Tinv is determined to be less than 70° C., the inverter is considered not to be at an abnormal high temperature, and the operation proceeds to step S240, in which the warning light is turned off. Thus, a passenger can be informed that the inverter is not at the abnormal high temperature.

In step S250 following steps S230 and S240, it is determined whether or not the coolant of the intermediate-temperature coolant circuit (intermediate-temperature coolant) circulates through the exhaust gas cooler 17. Specifically, whether or not the coolant of the intermediate-temperature coolant circuit (intermediate-temperature coolant) circulates through the exhaust gas cooler 17 is determined based on the operating states of the first and second switching valves 19 and 20.

When the intermediate-temperature coolant is determined not to circulate through the exhaust gas cooler 17, the operation proceeds to step S260 so as to reduce the cooling capacity of the exhaust gas, in which the second mode shown in FIG. 40 is performed.

In the second mode, the controller 40 controls the electric motor 30 for a switching valve such that the first and second switching valves 19 and 20 are brought into the second state shown in FIG. 40 to thereby operate the first and second pumps 11 and 12 and the compressor 23.

Thus, the first switching valve 19 connects the inlet 19*a* with the outlet 19*d* and also connects the inlet 19*b* with the outlets 19*c*, 19*e*, and 19*f*. The second switching valve 20 connects the inlets 20*a*, 20*c*, and 20*d* with the outlet 20*f*, and also connects the inlet 20*b* with the outlet 20*e*.

Accordingly, an intermediate-temperature coolant circuit is formed of the first pump 11, the exhaust gas cooler 17, and the radiator 13, whereas a low-temperature coolant circuit is formed of the second pump 12, the coolant cooler 14, the battery cooler 15, the inverter cooler 16, and the cooler core 18.

That is, as indicated by an alternate long and short dashed arrow of FIG. 40, the coolant discharged from the first pump 11 flows through the exhaust gas cooler 17 via the first switching valve 19, and then through the radiator 13 via the second switching valve 20, thereby being sucked into the first pump 11.

On the other hand, as indicated by solid arrows in FIG. 40, the coolant discharged from the second pump 12 flows through the coolant cooler 14 to be branched into the battery cooler 15, the inverter cooler 16, and the cooler core 18 by the first switching valve 19. The coolants flowing in parallel through the battery cooler 15, the inverter cooler 16, and the cooler core 18 are collected into the second switching valve 20 to be sucked into the second pump 12.

In this way, in the second mode, the intermediate-temperature coolant cooled by the radiator 13 flows through the exhaust gas cooler 17, whereas the low-temperature coolant cooled by the coolant cooler 14 flows through the battery cooler 15, the inverter cooler 16, and the cooler core 18. As a result, the exhaust gas is cooled by the intermediate-temperature coolant, and the battery, the inverter, and the blast air into the vehicle interior are cooled by the low-temperature coolant.

Thus, the cooling capacity of the inverter can be improved as compared to that in the first mode in which the exhaust gas can also be cooled by the low-temperature coolant.

When the intermediate-temperature coolant is determined to circulate through the exhaust gas cooler 17 in step S250, the operation proceeds to step S270. In step S270, it is determined whether a battery temperature Tbatt detected by the battery temperature sensor 46 exceeds 50° C. or not.

When the battery temperature Tbatt is determined not to exceed 50° C., the priority of cooling of the battery is determined not to be high, and the operation proceeds to step S280, in which the third mode shown in FIG. 41 is performed.

In the third mode, the controller 40 controls the electric motor 30 for a switching valve such that the first and second switching valves 19 and 20 are brought into the third state shown in FIG. 41 to thereby operate the first and second pumps 11 and 12 and the compressor 23.

Thus, the first switching valve 19 connects the inlet 19*a* with the outlets 19*d*, and 19*e*, and also connects the inlet 19*b* with the outlets 19*c* and 19*f*. The second switching valve 20 connects the inlets 20*a* and 20*d* with the outlet 20*f*, and also connects the inlets 20*b* and 20*c* with the outlet 20*e*.

Accordingly, an intermediate-temperature coolant circuit is formed of the first pump 11, the battery cooler 15, the exhaust gas cooler 17, and the radiator 13, whereas a low-temperature coolant circuit is formed of the second pump 12, the coolant cooler 14, the inverter cooler 16, and the cooler core 18.

That is, as indicated by alternate long and short dashed arrows in FIG. 41, the coolant discharged from the first pump 11 is branched by the first switching valve 19 into the battery cooler 15 and the exhaust gas cooler 17. Then, the coolants flowing in parallel through the battery cooler 15 and the exhaust gas cooler 17 are collected into the second switching valve 20 to flow through the radiator 13, thereby being sucked into the first pump 11.

On the other hand, as shown in solid arrows in FIG. 41, the coolant discharged from the second pump 12 flows through the coolant cooler 14 to be branched into the inverter cooler 16 and the cooler core 18 by the first switching valve 19. The coolants flowing in parallel through the inverter cooler 16 and the cooler core 18 are collected into the second switching valve 20 to be sucked into the second pump 12.

In this way, in the second mode, the intermediate-temperature coolant cooled by the radiator 13 flows through the exhaust gas cooler 17 and the battery cooler 15, whereas the low-temperature coolant cooled by the coolant cooler 14 flows through the inverter cooler 16 and the cooler core 18. As a result, the battery and the exhaust gas are cooled by the intermediate-temperature coolant, while the inverter and the blast air into the vehicle interior are cooled by the low-temperature coolant.

Thus, the cooling capacity of the inverter can be improved as compared to that in the second mode in which the battery can also be cooled by the low-temperature coolant.

When the battery temperature Tbatt is determined to exceed 50° C. in step S270, the priority of cooling of the battery is determined to be high, and the operation proceeds to step S290, in which a fourth mode shown in FIG. 42 is performed.

In the fourth mode, the controller 40 controls the electric motor 30 for a switching valve such that the first and second switching valves 19 and 20 are brought into the fourth state shown in FIG. 42 to thereby operate the first and second pumps 11 and 12 and the compressor 23.

Thus, the first switching valve 19 connects the inlet 19*a* with the outlet 19*d*, and also connects the inlet 19*b* with the outlets 19*e* and 19*f*, thereby closing the outlet 19*c*. The second switching valve 20 closes the inlet 20*a* and connects the inlet **20**b with the outlet **20**e, and also connects the inlets **20**c and **20**d with the outlet **20**f.

Accordingly, an intermediate-temperature coolant circuit is formed of the first pump **11**, the exhaust gas cooler **17**, and the radiator **13**, whereas a low-temperature coolant circuit is formed of the second pump **12**, the coolant cooler **14**, the battery cooler **15**, and the inverter cooler **16**.

That is, as indicated by an alternate long and short dashed arrow of FIG. **42**, the coolant discharged from the first pump **11** flows through the exhaust gas cooler **17** via the first switching valve **19**, and then through the radiator **13** via the second switching valve **20**, thereby being sucked into the first pump **11**.

On the other hand, as indicated by solid arrows in FIG. **41**, the coolant discharged from the second pump **12** flows through the coolant cooler **14**, and is branched by the first switching valve **19** into the battery cooler **15** and the inverter cooler **16**. Then, the coolants flowing in parallel through the battery cooler **15**, and the inverter cooler **16** are collected into the second switching valve **20** to be sucked into the second pump **12**. In contrast, as indicated by a dashed arrow in FIG. **41**, the coolant does not circulate through the cooler core **18**.

In this way, in the second mode, the intermediate-temperature coolant cooled by the radiator **13** flows through the exhaust gas cooler **17**, whereas the low-temperature coolant cooled by the coolant cooler **14** flows through the battery cooler **15** and the inverter cooler **16**, stopping the circulation of the coolant toward the cooler core **18**. As a result, the battery and the exhaust gas are cooled by the intermediate-temperature coolant, and the inverter is cooled by the low-temperature coolant, thereby stopping the cooling (that is, air conditioning) of the blast air into the vehicle interior.

Thus, the cooling capabilities of the battery and the inverter can be improved as compared to those in the second mode in which the blast air into the vehicle interior can also be cooled by the low-temperature coolant.

In this embodiment, when the inverter temperature Tinv is higher than the predetermined temperature (60° C. in this example), the third mode is performed to allow the coolant to circulate between the inverter cooler **16** and the second pump **12**, and also to circulate between the battery cooler **15** and the first pump **11**. Thus, when the inverter temperature is high, the inverter with a smaller heat capacity can be preferentially cooled as compared to the battery with a larger heat capacity. As a result, the inverter can be effectively cooled while suppressing the increase in temperature of the battery.

Third Reference Example

As shown in FIG. **45**, a third reference example of the invention includes a coolant tank **70** for storing the coolant therein, in addition to the structure of the first reference example.

The coolant tank **70** is provided with a first coolant outlet/inlet **70**a and a second coolant outlet/inlet **70**b. The first coolant outlet/inlet **70**a is connected to a first branch portion **71** provided between the outlet **20**e of the second switching valve **20** and a coolant inlet side of the radiator **13**. The second coolant outlet/inlet **70**b is connected to a second branch portion **72** provided between an outlet **20**f of the second switching valve **20** and a suction side of the second pump **12**.

Thus, a coolant flow path of the first coolant circuit (coolant circuit on the first pump **11** side) on the suction side of the first pump **11** communicates with a coolant flow path of the second coolant circuit (coolant circuit on the second pump **12** side) on the suction side of the second pump **12** via the coolant tank **70**.

In this embodiment, the first coolant circuit communicates with the second coolant circuits, which can equalize the internal pressure between the first and second coolant circuits.

Thus, a difference in pressure acting on a valve element inside each of the first and second switching valves **19** and **20** can be decreased to thereby prevent the leakage of the coolant in the switching valve.

For example, given that the first coolant circuit and the second coolant circuit communicate together on the discharge side of one pump as well as on the suction side of the other pump, the coolant circuit communicating on the suction side of the pump might have its internal pressure abnormally increased. In contrast, in this embodiment, the first coolant circuit and the second coolant circuit communicate with each other on the suction sides of both pumps, which can prevent the internal pressure of the coolant circuits from abnormally increasing, thereby facilitating the design of parts with good pressure resistance.

Fourth Reference Example

Although in the third reference example, the first coolant circuit and the second coolant circuit communicate with each other on the suction sides of both the pumps, in a fourth reference example of the invention, as shown in FIG. **46**, the first coolant circuit and the second coolant circuit communicate with each other on the discharge sides of both the pumps.

Specifically, the first branch portion **71** of the first coolant circuit is provided between the discharge side of the first pump **11** and the inlet **19**a of the first switching valve **19**, and the second branch portion **72** of the second coolant circuit is provided between the discharge side of the second pump **12** and the inlet **19**b of the first switching valve **19**.

Although in the third reference example, the coolant tank **70** is provided with the first coolant outlet/inlet **70**a for connection with the first coolant circuit, and the second coolant outlet/inlet **70**b for connection with the second coolant circuit, in a fourth reference example, the coolant tank **70** is provided with one coolant outlet/inlet **70**c connected to both the first and second coolant circuits.

Together with this, one coolant pipe connected to the coolant outlet/inlet **70**c of the coolant tank **70** is branched from the coolant tank **70** side into two parts toward the first branch portion **71** and the second branch portion **72**.

This embodiment can also obtain the same operation and effects as those of the third reference example described above.

Eighth Embodiment

An eighth embodiment of the invention specifically shows the structure of the coolant cooler **14** and condenser **50** in the first embodiment.

FIG. **47** shows a perspective view of a heat exchanger **80** including the coolant cooler **14** and the condenser **50**. FIG. **48** shows a perspective view of a cutout portion of the structure shown in FIG. **47**. The upward and downward arrows shown in FIGS. **47** and **48** indicate the vertical direction of the vehicle (or the direction of gravitational force).

The heat exchanger **80** includes a heat exchanging portion **801**, an upper tank portion **802**, and a lower tank portion

803. The heat exchanging portion **801** is formed by stacking (arranging in parallel) a plurality of tubes **804** for the coolant and a plurality of tubes **805** for the refrigerant. The stacking direction of the tubes **804** for the coolant and the tubes **805** for the refrigerant (namely, the left-right direction shown in FIGS. **47** and **48**) is hereinafter referred to as a "stacking direction of the tubes". In this example, the tubes **804** for the coolant and the tubes **805** for the refrigerant are alternately stacked on each other.

The upper tank portion **802** includes a tank space **802***a* for an upper coolant (tank space for a heat medium), and a tank space **802***b* for an upper refrigerant. The tank space **802***a* for the upper coolant is adapted to collect the coolants for a plurality of tubes **804** for the coolant. The tank space **802***b* for the upper refrigerant is adapted to distribute and collect the coolant with respect to a plurality of tubes **805** for the refrigerant.

The lower tank portion **803** includes a tank space **803***a* for a lower coolant (tank space for a heat medium), and a tank space **803***b* for a lower refrigerant. The tank space **803***a* for the lower refrigerant is adapted to distribute the coolant to a plurality of tubes **804** for the coolant. The tank space **803***b* for the lower refrigerant is adapted to distribute the coolant and collect the coolants for a plurality of tubes **805** for the refrigerant.

The tank space **802***a* for the upper coolant and the tank space **803***a* for the lower coolant are diagonally positioned as viewed from the tube stacking direction. The tank space **802***b* for the upper refrigerant and the tank space **803***b* for the lower refrigerant are diagonally positioned as viewed from the tube stacking direction.

The heat exchanger **80** is mounted on the vehicle such that the longitudinal direction of each of the tubes **804** for the coolant and the tubes **805** for the refrigerant (hereinafter referred to as a tube longitudinal direction) conforms to the vertical direction of the vehicle (or the direction of gravitational force).

The heat exchanger **80** is formed by stacking and bonding a number of plate members **806** in the tube stacking direction. The plate member **806** is a plate having a substantially elongated rectangular shape, and formed, for example, using a both-sided clad material including an aluminum center layer with both sides thereof clad with brazing.

An overhanging portion **806***a* is formed at the outer peripheral edge of the substantially rectangular plate member **806**. The overhanging portion **806***a* protrudes in the direction perpendicular to the plate surface of the plate member **806** (in the tube stacking direction). A number of plate members **806** are stacked on each other with the respective overhanging portions **806***a* bonded together by brazing.

The arrangement directions of the plate members **806** (the directions in which protruding tips of the overhanging portions **806***a* are oriented) are the same except for one plate member **806**A positioned at one end in the tube stacking direction (on the left end shown in FIGS. **47** and **48**).

The respective tank spaces **802***a*, **802***b*, **803***a*, and **803***b* are formed by cylindrical portions **806***b* of the plate members **806**. Each cylindrical portion **806***b* cylindrically protrudes in the direction opposite to the protruding direction of the overhanging portion **806***a*. The cylindrical portion **806***b* has a communication hole formed therein.

The cylindrical portion **806***b* of the plate member **806** is formed such that the tank spaces **802***a* and **803***a* for the coolant do not communicate with the tube **805** for the refrigerant, and such that the tube **804** for the coolant does not communicate with the tank spaces **802***b* and **803***b* for the refrigerant.

One side part of the heat exchanger **80** in the tube stacking direction (left part shown in FIGS. **47** and **48**) constitutes the condenser **50**, whereas the other side part of the heat exchanger **80** in the tube stacking direction (right part shown in FIGS. **47** and **48**) constitutes the coolant cooler **14**.

The plate member **806**A positioned on one end in the tube stacking direction (on the left end shown in FIGS. **47** and **48**) is provided with a refrigerant inlet **80***a* of the condenser **50** and a refrigerant outlet **80***b* of the condenser **50**. The refrigerant inlet **80***a* of the condenser **50** communicates with the tank space **802***b* for the upper refrigerant. The refrigerant outlet **80***b* of the condenser **50** communicates with the tank space **803***b* for the lower refrigerant.

Connectors **807** for the refrigerant are respectively attached to the refrigerant inlet **80***a* and refrigerant outlet **80***b* of the condenser **50**. A connector **807** for the refrigerant is formed by cutting or the like, and bonded to the plate member **806** by brazing.

The plate member **806**B positioned on the other end in the tube stacking direction (on the right end shown in FIGS. **47** and **48**) is provided with a refrigerant inlet **80***c* of the coolant cooler **14** and a refrigerant outlet **80***d* of the coolant cooler **14**. The refrigerant inlet **80***c* of the coolant cooler **14** communicates with the tank space **803***b* for the lower refrigerant. The refrigerant outlet **80***d* of the coolant cooler **14** communicates with the tank space **802***b* for the upper refrigerant. Other connectors **807** for the refrigerant are respectively attached to the refrigerant inlet **80***c* and refrigerant outlet **80***d* of the coolant cooler **14**.

The overhanging portion **806***a* of the plate member **806** on the condenser **50** side has on its upper surface, a coolant outlet **80***e* of the condenser **50**. The overhanging portion **806***a* of the plate member **806** on the condenser **50** side has on its lower surface, a coolant inlet **80***f* of the condenser **50**. Thus, the coolant outlet **80***e* and coolant inlet **80***f* of the condenser **50** are opened in the longitudinal direction of the tubes.

The coolant outlet **80***e* of the condenser **50** communicates with the tank space **802***a* for the upper coolant. The coolant inlet **80***f* of the condenser **50** communicates with the tank space **803***a* for the lower coolant. Other connectors **808** for the coolant are respectively attached to the coolant outlet **80***e* and coolant inlet **80***f* of the condenser **50**. Each of connectors **808** for the coolant is formed by cutting or the like, and bonded to the plate member **806** by brazing.

The overhanging portion **806***a* of the plate member **806** on the coolant cooler **14** side has on its upper surface, a coolant outlet **80***g* of the coolant cooler **14**. The overhanging portion **806***a* of the plate member **806** on the coolant cooler **14** side has on its lower surface, a coolant inlet **80***h* of the coolant cooler **14**. Thus, the coolant outlet **80***g* and coolant inlet **80***h* of the coolant cooler **14** are opened in the longitudinal direction of the tubes.

The coolant outlet **80***g* of the coolant cooler **14** communicates with the tank space **802***a* for the upper coolant. The coolant inlet **80***h* of the coolant cooler **14** communicates with the tank space **803***a* for the lower coolant. Other connectors **808** for the coolant are respectively attached to the coolant outlet **80***g* and coolant inlet **80***h* of the coolant cooler **14**.

The coolant inlets **80***f* and **80***h* and coolant outlets **80***e* and **80***g* are formed by holes formed in the overhanging portions **806***a* of the plate members **806**.

Although in this example, the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* are opened in the tube longitudinal direction, the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* may be opened in the direction perpendicular to both the tube longitudinal direction and the tube stacking direction. That is, the coolant inlets **80***f* and **80***h* and coolant outlets **80***e* and **80***g* may be formed in a side surface of the overhanging portion **806***a* in the plate member **806**.

A cavity formation portion **809** is formed at the boundary between the condenser **50** and the coolant cooler **14**. The cavity formation portion **809** is provided with a cavity **809***a* into which both the coolant and refrigerant do not flow.

Specifically, the cavity formation portion **809** is formed by closing the cylindrical portion **806***b* of a plate member **806**C positioned at a boundary between the condenser **50** and the coolant cooler **14**, and bonding the plate member **806**C positioned at the boundary to an adjacent plate member **806**D.

The cavity **809***a* serves to suppress the heat transfer between a condenser heat exchanging portion (first heat exchanging portion) **801***a* of the heat exchanging portion **801** forming the condenser **50**, and a coolant cooler heat exchanging portion (second heat exchanging portion) **801***b* of the heat exchanging portion **801** forming the coolant cooler **14**.

A recessed portion may be formed in a plate surface of the plate member **806**C positioned at the boundary between the condenser **50** and the coolant cooler **14**, and abutted against and bonded to the adjacent plate member **806**D. The recessed portion can be formed in various shapes, including a shape extending in the tube longitudinal direction, a shape extending in the tube short direction, and the like.

FIG. **49** shows an exemplary diagram of the flow of coolant and the flow of refrigerant in the heat exchanger **80**. In the coolant cooler **14**, the coolant flows from the coolant inlet **80***h* into the tank space **803***a* for the lower coolant. In the tank space **803***a* for the lower coolant, the coolant is then distributed to the tubes for the coolant of the coolant cooler heat exchanging portions **801***b* in the tank space **803***a* for the lower coolant. After flowing through the tubes for the coolant of the coolant cooler heat exchanging portion **801***b*, the coolants are collected into the tank space **802***a* for the upper coolant to flow out of the coolant outlet **80***g*.

In the coolant cooler **14**, the refrigerant flows from the refrigerant inlet **80***d* into the tank space **803***b* for the lower refrigerant. In the tank space **803***b* for the lower refrigerant, the refrigerant is then distributed to the tubes for the refrigerant of the coolant cooler heat exchanging portion **801***b*. After flowing through the tubes for the refrigerant of the coolant cooler heat exchanging portion **801***b*, the coolants are collected into the tank space **802***b* for the upper refrigerant to flow out of the refrigerant outlet **80***c*.

In the condenser **50**, the coolant flows from the coolant inlet **80***f* into the tank space **803***a* for the lower coolant. In the tank space **803***a* for the lower coolant, the coolant is then distributed to the tubes for the coolant of the condenser heat exchanging portion **801***a*. After flowing through the tubes for the coolant of the condenser heat exchanger **801***a*, the coolants are collected into the tank space **802***a* for the upper coolant to flow out of the coolant outlet **80***e*.

In the condenser **50**, the refrigerant flows from the refrigerant inlet **80***a* into the tank space **802***b* for the upper refrigerant. In the tank space **802***b* for the upper refrigerant, the refrigerant is then distributed to the tubes for the refrigerant of the condenser heat exchanging portion **801***a*. After flowing through the tubes for the refrigerant of the condenser heat exchanging portion **801***a*, the refrigerants are collected into the tank space **803***b* for the lower refrigerant to flow out of the refrigerant outlet **80***b*.

As shown in FIG. **50**, the coolant inlets **80***f* and **80***h* are diagonally disposed with respect to the coolant outlets **80***e* and **80***g* as viewed in the tube stacking direction, which results in improved distribution of the coolant to the tubes for the coolant. In a modified example shown in FIG. **51**, the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* may be located in the same position in the thickness direction of the heat exchanger **80** as viewed in the tube stacking direction.

In an example shown in FIG. **49**, the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* are located in the same position in the tube stacking direction as viewed from the front surface direction (specifically, the direction perpendicular to the paper surface of FIG. **49**). In contrast, in a modified example shown in FIG. **52**, the coolant inlets **80***f* and **80***h* are diagonally disposed with respect to the coolant outlets **80***e* and **80***g* as viewed from the front surface direction (in the direction perpendicular to both the tube stacking direction and the longitudinal direction of the tube), which results in improved distribution of the coolant to the tubes for the coolant.

Like the above first embodiment, in this embodiment, the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* are disposed between the plate members **806**A and **806**B positioned on both ends of the tank portions **802** and **803** in the stacking direction of tubes, which can increase the flexibility in connection of pipes and arrangement of the heat exchangers.

Preferably, the coolant inlets **80***f* and **80***h* are disposed in the lower tank portion **803**, and the coolant outlets **80***e* and **80***g* are disposed in the upper tank portion **802**. The coolant flows from the lower side to the upper side, making it easier to release air mixed in the coolant.

In the heat exchanging portion **801***a* of the condenser **50**, the refrigerant flow is desirably a descending flow or horizontal flow. The flow direction of the refrigerant is identical to the dropping direction of a condensed liquid, so that the refrigerant can flow smoothly without interruption of the drop of the condensed liquid by the refrigerant flow.

In the coolant cooler **14**, the refrigerant inlet **80***c* is preferably disposed in the lower tank portion **803** with improved distribution of the coolant.

In an accumulator cycle, as shown in FIGS. **49** and **52**, the coolant and the refrigerant preferably flow through the coolant cooler **14** in the same direction. As illustrated in FIG. **53**, good performance can be obtained.

The accumulator cycle is a refrigeration cycle in which an accumulator (gas-liquid separator) is disposed on the suction side of a compressor.

In a modified example shown in FIG. **54**, the refrigerant inlet **80***c* and the refrigerant outlet **80***d* are reversed in position with respect to the example shown in FIG. **52**. That is, the refrigerant inlet **80***c* is disposed in the upper tank portion **802**, while the refrigerant outlet **80***d* is disposed in the lower tank portion **803**.

In a receiver cycle, as shown in FIG. **54**, the coolant and the refrigerant preferably flow through the coolant cooler **14** in opposite directions to each other. As illustrated in FIG. **55**, good performance can be obtained. In this case, in order to suppress the deterioration of distribution of the refrigerant, the number of tubes for the refrigerant (or the number of paths) is preferably increased.

The receiver cycle is a refrigeration cycle in which a receiver (liquid receiver) is disposed between a radiator and an expansion valve.

The coolant inlets **80***f* and **80***h*, and the coolant outlets **80***e* and **80***g* may be reversed in position with respect to this embodiment. Alternatively, the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* may be reversed in position, and the refrigerant inlets **80***a* and **80***c* and the refrigerant outlets **80***b* and **80***d* may also be reversed in position.

At least one of the coolant inlets **80***f* and **80***h*, the coolant outlets **80***e* and **80***g*, the refrigerant inlets **80***a* and **80***c*, and the refrigerant outlets **80***b* and **80***d* is disposed between both ends of each of the tank portions **802** and **803** in the tube stacking direction, which can increase the flexibility in connection of the pipes and arrangement of the heat exchangers as compared to the case where all the inlets and outlets are disposed at either of the plate members **806**A and **806**B positioned on both ends of the tank portions **802** and **803**.

In this embodiment, the cavity **809***a* is formed between the condenser **50** and the coolant cooler **14**, thereby suppressing the heat transfer between the condenser **50** and the coolant cooler **14**. In the heat exchanging portion **801***a* of the condenser **50**, the tube located closest to the coolant cooler **14** may serve as a tube for the coolant so as to suppress the heat transfer between the condenser **50** and the coolant cooler **14**. Likewise, in the heat exchanging portion **801***b* of the coolant cooler **14**, the tube located closest to the condenser **50** may serve as a tube for the coolant so as to suppress the heat transfer between the condenser **50** and the coolant cooler **14**.

That is, the tube for the refrigerant of the condenser **50** is not disposed adjacent to the tube for the refrigerant of the coolant cooler **14**, which can suppress the heat transfer between the condenser **50** and the coolant cooler **14**.

Ninth Embodiment

Although in the eighth embodiment, a number of plate members **806** are oriented in the same direction except for the plate member **806**A located on one end in the tube stacking direction, in a ninth embodiment, as shown in FIGS. **56** and **57**, the plate members **806** are oriented in opposite directions with the cavity formation portion **809** centered therebetween.

The cavity formation portion **809** is formed by stacking two plate members **806**C together with the respective protruding tips of the overhanging portions **806***a* abutted against each other. Thus, the cavity **809***a* is formed between the two plate members **806**C.

The plate members **806** on the condenser **50** side and the plate members **806** on the coolant cooler **14** side are stacked together with the respective protruding tips of the overhanging portions **806***a* directed toward the cavity formation portion **809**. In other words, the plate members **806** on the condenser **50** side and the plate members **806** on the coolant cooler **14** side are disposed opposite (symmetrically) to each other in the tube stacking direction.

The two plate members **806**C are bonded together to form the cavity formation portion **809**. With this arrangement, even in case of breakage of the connection between the two plate members **806**C due to thermal strain, the leak of the coolant and refrigerant can be prevented.

Margins for brazing of the two plate members **806**C preferably have a longer length in a longitudinal direction of the plate member **806** (or in the tube longitudinal direction) than another length in a short-direction of the plate member **806** (or in the tube short direction). As the margin for brazing becomes longer, the amount of extension of the plate member becomes more, so that the plate member is more likely to be broken. By setting the margin for brazing in the longitudinal direction of the plate member **806** longer than that in the short direction thereof, the breakage due to the thermal strain can be suppressed.

Alternatively, recessed portions may be formed at the plate surfaces of the two plate members **806**C to be abutted against each other, and then the two recessed portions of the two plate members **806**C may be bonded together. The recessed portion may be formed in various shapes, including a shape extending in the tube longitudinal direction, a shape extending in the tube short direction, and the like.

Tenth Embodiment

Although in the above eighth embodiment, the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* are composed of holes formed in the overhanging portions **806***a* of the plate members **806**, in a tenth embodiment, as shown in FIGS. **58** and **59**, the coolant inlets **80***f* and **80***h*, as well as the coolant outlets **80***e* and **80***g* are formed of a pair of openings independently formed from the plate members **806**.

Each opening formation member **810** is formed of a semi-cylindrical plate material. Specifically, the opening formation member **810** is formed using a both-sided clad material including an aluminum center layer with both sides thereof clad with brazing. The pair of opening formation members **810** are bonded together to form a cylindrical member. The openings formed in the cylindrical member constitute the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g*.

In this example, the pair of opening formation members **810** are stacked on each other in the tube stacking direction. The internal space of the cylindrical member formed by the pair of opening formation members **810** communicates with the tank spaces **802***a* and **803***a* for the coolant.

The pair of opening formation members **810** are bonded to the plate members **806** by brazing while being inserted into recessed portions **806***d* formed at the upper and lower edges of the plate member **806** (edges on both ends in the tube longitudinal direction).

The plate members **806** are disposed in opposite directions with the opening formation member **810** centered therebetween. Specifically, the plate member **806** is disposed such that the protruding tip of the overhanging portion **806***a* is directed opposite to the opening formation member **810**.

Like the ninth embodiment, the plate members **806** are disposed in the opposite (symmetrical) directions to each other with the cavity formation portion **809** centered.

According to this embodiment, the opening area of each of the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* an **80***g* can be increased to achieve good inflow and outflow of the coolant as compared to the above eighth embodiment.

Eleventh Embodiment

Although in the above tenth embodiment, the pair of opening formation members **810** are inserted into the upper edge and lower edge of the plate member **806**, in an eleventh embodiment, as shown in FIGS. **60** and **61**, a pair of opening formation members **811** (multiple members) extend from the upper end to lower end of the plate member **806** to be stacked while being sandwiched between the plate members **806**.

Each opening formation member **811** is formed of a plate material with a substantially elongated rectangular shape which is the same as that of the plate member **806**. Specifically, the opening formation member **811** is formed using a both-sided clad material including an aluminum center layer with both sides thereof clad with brazing.

An overhanging portion **811***a* is formed at the outer peripheral edge of the substantially rectangular opening formation member **811**. The overhanging portion **806***a* protrudes in the direction perpendicular to the plate surface of the opening formation member **811** (in the tube stacking direction). Specifically, a pair of opening formation members **811** is disposed such that the respective protruding tips of the overhanging portions **811***a* are directed opposite to each other.

The plate members **806** are disposed in opposite directions with the pair of opening formation member **811** centered therebetween. The plate members **806** and opening formation member **811** are stacked on each other such that the protruding tips of the overhanging portions **806***a* and **811***a* are oriented in the same direction, whereby the overhanging portions **806***a* and **811***a* are bonded together by brazing.

The pair of opening formation members **811** is provided with recessed portions at its upper edge and lower edge (at both edges in the tube longitudinal direction). The recessed portions are superimposed on each other to form openings, which include any one of the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g*.

Like the tenth embodiment, the plate members **806** are disposed in the opposite (symmetrical) directions to each other with the cavity formation portion **809** centered.

In this embodiment, the plate opening formation members **811** are stacked on each other like the plate member **806**, whereby the coolant inlets **80***f* and **80***h* and the coolant outlets **80***e* and **80***g* can be formed. Thus, the heat exchanger of this embodiment can be more easily manufactured than that of the tenth embodiment.

Twelfth Embodiment

Although in the above eighth embodiment, the only one coolant outlet **80***e* of the condenser **50** is formed, in a twelfth embodiment, as shown in FIG. **62**, a plurality of coolant outlets **80***e* of the condenser **50** are formed.

In this example, the tubes **804** for the coolant and the tubes **805** for the refrigerant are alternately arranged. The coolant outlets **80***e* are formed by holes formed in the overhanging portions **806***a* of the plate members **806** that form the tubes **804** for the coolant.

A connector **82** for the coolant is attached to the coolant outlets **80***e*. The connector **82** for the coolant is formed by cutting or the like, and bonded to the plate member **806** by brazing. The connector **82** for the coolant includes a plurality of coolant inlets **82***a*, a coolant flow path **82***b*, and one coolant outlet **82***c*.

The coolant inlets **82***a* of the connector **82** for the coolant are provided corresponding to the coolant outlets **80***e* of the condenser **50**. The coolant flow path **82***b* of the connector **82** for the coolant collects the coolants entering the coolant inlets **82***a*. The coolant collected by the coolant flow path **82***b* flows out of one coolant outlet **82***c* of the connector **82** for the coolant.

In this embodiment, a plurality of coolant outlets **80***e* are formed in the condenser **50**, thereby allowing the good outflow of the coolant as compared to the case of formation of one coolant outlet **80***e* in the condenser **50** like the above eighth embodiment.

Like the coolant outlets **80***e* of the condenser **50**, there may be provided a plurality of coolant inlets **80***f* of the condenser **50**, the coolant outlets **80***g* of the coolant cooler **14**, and the coolant inlets **80***h* of the coolant cooler **14**.

Thirteenth Embodiment

Although in the above eighth embodiment, the heat exchanger **80** is composed of the coolant cooler **14** and condenser **50**, in a thirteenth embodiment, as shown in FIGS. **63** and **64**, the heat exchanger **80** is composed of the coolant cooler **14**, the condenser **50**, and an auxiliary heat exchanger **83**.

In an example shown in FIGS. **63** and **64**, the auxiliary heat exchanger **83** is an internal heat exchanger for exchanging heat between a liquid-phase refrigerant (first fluid) condensed by the condenser **50** and a gas-phase refrigerant (second fluid) evaporated by the coolant cooler **14**.

The auxiliary heat exchanger **83** is disposed between the condenser **50** and the coolant cooler **14**. Thus, an auxiliary heat exchanging portion **801***c* forming the auxiliary heat exchanger **83** of the heat changing portion **801** is disposed between a condenser heat exchanging portion **801***a* and a coolant cooler heat exchanging portion **801***b*.

The auxiliary heat exchanging portion **801***c* includes a laminate of tubes **812** for a first refrigerant (tubes for a first fluid) through which the liquid-phase refrigerant condensed by the condenser **50** flows, and tubes **813** for a second refrigerant (tubes for a second fluid) through which the gas-phase refrigerant evaporated by the coolant cooler **14** flows.

In order to enhance the heat exchanging properties of the auxiliary heat exchanging portion **801***c*, one of the tube **812** for the first refrigerant and the tube **813** for the second refrigerant is sandwiched between the tubes of the other type. More preferably, the tubes **812** for the first refrigerant and the tubes **813** for the second refrigerant are alternately arranged.

The refrigerant outlets **80***i* and **80***j* for allowing the refrigerant (internal fluid) to flow from the auxiliary heat exchanger **83** are formed of holes located at the upper surface and lower surface of the overhanging portion **806***a* of the plate member **806**.

The refrigerant outlets **80***i* and **80***j* of the auxiliary heat exchanger **83** are disposed between a boundary (first boundary) located between the condenser **50** and the auxiliary heat exchanger **83**, and another boundary (second boundary) located between the auxiliary heat exchanger **83** and the coolant cooler **14**.

The refrigerant outlet **80***i* on the upper side of the auxiliary heat exchanger **83** communicates with the tank space **802***b* for the upper refrigerant. The refrigerant outlet **80***i* on the lower side of the auxiliary heat exchanger **83** communicates with the tank space **803***b* for the lower refrigerant.

The plate member **806**A positioned on one end in the tube stacking direction (on the left end shown in FIGS. **63** and **64**) is provided with the refrigerant inlet **80***a* of the condenser **50**. The refrigerant inlet **80***a* of the condenser **50** communicates with the tank space **802***b* for the upper refrigerant. The connector **807** for the refrigerant is attached to the refrigerant inlet **80***a* of the condenser **50**.

The plate member **806**B positioned on the other end in the tube stacking direction (on the right end shown in FIGS. **63** and **64**) is provided with the refrigerant inlet **80***c* of the coolant cooler **14**. The refrigerant inlet **80***c* of the coolant cooler **14** communicates with the tank space **803***b* for the lower refrigerant. Another connector **807** for the refrigerant is attached to the refrigerant inlet **80***c* of the coolant cooler **14**.

The overhanging portion **806***a* of the plate member **806** on the condenser **50** side has on its upper surface, the coolant outlet **80***e* of the condenser **50**. The overhanging portion **806***a* of the plate member **806** on the condenser **50** side has on its lower surface, the coolant inlet **80***f* of the condenser **50**.

The coolant outlet **80***e* of the condenser **50** communicates with the tank space **802***a* for the upper coolant. The coolant inlet **80***f* of the condenser **50** communicates with the tank space **803***a* for the lower coolant. Other connectors **808** for the coolant are respectively attached to the coolant outlet **80***e* and coolant inlet **80***f* of the condenser **50**.

The overhanging portion **806***a* of the plate member **806** on the coolant cooler **14** side has on its upper surface, the coolant inlet **80***h* of the coolant cooler **14**. The overhanging portion **806***a* of the plate member **806** on the coolant cooler **14** side has on its lower surface, the coolant outlet **80***g* of the coolant cooler **14**.

The coolant inlet **80***h* of the coolant cooler **14** communicates with the tank space **802***a* for the upper coolant. The coolant outlet **80***g* of the coolant cooler **14** communicates with the tank space **803***a* for the lower coolant. The connectors **808** for the coolant are respectively attached to the coolant inlet **80***h* and coolant outlet **80***g* of the coolant cooler **14**.

The coolant inlets **80***f* and **80***h* and coolant outlets **80***e* and **80***g* are formed by holes formed in the overhanging portions **806***a* of the plate members **806**.

The plate member **806**E positioned at the boundary between the condenser **50** and the auxiliary heat exchanger **83** is formed to connect the tank space **803***b* for the lower refrigerant with the condenser **50** side and the auxiliary heat exchanger **83** side, and not to connect other tank spaces **802***a*, **802***b*, and **803***a* with the condenser **50** side and the auxiliary heat exchanger **83** side.

Thus, the liquid-phase refrigerant condensed by the condenser heat exchanging portion **801***a* flows into the auxiliary heat exchanging portion **801***c* through the tank space **803***b* for the lower refrigerant (tank space for the first fluid).

A part of the tank space **803***b* for the lower refrigerant corresponding to the heat exchanging portion **801***a* of the condenser **50** is superimposed on a part of the space **803***b* corresponding to the heat exchanging portion **801***c* of the auxiliary heat exchanger **83** as viewed from the tube stacking direction.

The plate member **806**F positioned at the boundary between the auxiliary heat exchanger **83** and the coolant cooler **14** is formed to connect the tank space **802***b* for the upper refrigerant with the auxiliary heat exchanger **83** side and the coolant cooler **14** side, and not to communicate other tank spaces **802***a*, **803***a*, and **803***b* with the auxiliary heat exchanger **83** side and the coolant cooler **14** side.

Thus, the gas-phase refrigerant evaporated by the coolant cooler heat exchanging portion **801***b* flows into the auxiliary heat exchanging portion **801***c* through the tank space **802***b* for the upper refrigerant (tank space for the second fluid).

A part of the tank space **802***b* for the upper refrigerant corresponding to the heat exchanging portion **801***c* of the auxiliary heat exchanger **83** is superimposed on another part of the tank space **802***b* corresponding to the heat exchanging portion **801***b* of the coolant cooler **14** as viewed from the tube stacking direction.

As indicated by the arrow A**1** in FIG. **65**, the refrigerant flowing from the refrigerant inlet **80***a* on the condenser **50** side into the condenser **50** flows through the tank space **802***b* for the upper refrigerant, the condenser heat exchanging portion **801***a*, and the tank space **803***b* for the lower refrigerant in that order to enter the auxiliary heat exchanger **83**. Then, the refrigerant flows out of the upper side refrigerant outlet **80***i* through the auxiliary heat exchanging portion **801***c*.

As indicated by the arrow A**2** in FIG. **65**, the refrigerant flowing from the refrigerant inlet **80***c* on the coolant cooler **14** side into the coolant cooler **14** flows through the tank space **803***b* for the lower refrigerant, the coolant cooler heat exchanging portion **801***b*, and the tank space **802***b* for the upper refrigerant in that order to enter the auxiliary heat exchanger **83**. Then, the refrigerant flows out of the lower side refrigerant outlet **80***j* through the auxiliary heat exchanging portion **801***c*.

At this time, the auxiliary heat exchanging portion **801***c* exchanges heat between the refrigerant flowing thereinto from the condenser **50** and the refrigerant flowing thereinto from the coolant cooler **14**.

In this embodiment, the inlet and outlet for the coolant (fluid not passing through the auxiliary heat exchanger **83**) are opened in the direction perpendicular to the tube stacking direction, whereas the inlet and outlet for the refrigerant (fluid passing through the auxiliary heat exchanger **83**) are opened in the tube stacking direction.

In contrast, the inlet and outlet for the refrigerant (fluid passing through the auxiliary heat exchanger **83**) are opened in the direction perpendicular to the tube stacking direction, whereas the inlet and outlet for the coolant (fluid passing through the auxiliary heat exchanger **83**) are opened in the tube stacking direction, which can decrease the number of inlets and outlets opened in the direction perpendicular to the tube stacking direction.

In this embodiment, internal fluid inlet and outlet **80***i* and **80***j* of the auxiliary heat exchanger **83** are formed of holes made at the upper and lower surfaces of the overhanging portion **806***a* of the plate member **806**. Alternatively, like the above eleventh embodiment, the internal fluid inlet and outlet **80***i* and **80***j* of the auxiliary heat exchanger **83** may be formed of a pair of opening formation members **811** each extending from the upper end to the lower end of the plate member **806**.

The auxiliary heat exchanger **83** is not limited to the internal heat exchanger, and may be a supercooler or a coolant/coolant heat exchanger.

The supercooler is a heat exchanger for exchanging heat between the coolant and the liquid-phase refrigerant condensed by the condenser **50**, further cooling the liquid-phase refrigerant to increase the degree of supercooling of the refrigerant.

The coolant/coolant heat exchanger is a heat exchanger for exchanging heat between the coolant having passing through the condenser **50** and the coolant having passed through the coolant cooler **14**.

Fourteenth Embodiment

In a fourteenth embodiment, the arrangement of the inlet and outlet for fluid (for example, refrigerant in the case of the internal heat exchanger) flowing through the auxiliary heat exchanger **83** (hereinafter referred to as "fluid inlet" and "fluid outlet") is modified with respect to that of the above thirteenth embodiment.

In this embodiment, as shown in FIG. **66**, a first fluid inlet **84***a* and a first fluid outlet **84***b* are disposed between the condenser **50** and the auxiliary heat exchanger **83**, whereas a second fluid inlet **84***c* and a second fluid outlet **84***d* are disposed between the auxiliary heat exchanger **83** and the coolant cooler **14**.

The first fluid inlet **84***a* is disposed under between the condenser **50** and the auxiliary heat exchanger **83**. The first fluid outlet **84***b* is disposed above between the condenser **50** and the auxiliary heat exchanger **83**.

The second fluid inlet **84***c* is disposed above between the auxiliary heat exchanger **83** and the coolant cooler **14**. The second fluid outlet **84***d* is disposed under between the auxiliary heat exchanger **83** and the coolant cooler **14**.

Connectors **85** are attached to the first fluid inlet **84***a*, the first fluid outlet **84***b*, the second fluid inlet **84***c*, and the second fluid outlet **84***d*.

As indicated by the arrow B**1** in FIG. **66**, the fluid entering the first fluid inlet **84***a* flows into one of two tank spaces formed at the lower end of the condenser **50**. As indicated by the arrow B2 in FIG. **66**, the fluid in the other of the two tank spaces formed at the lower end of the condenser **50** flows from the first fluid outlet **84***b* through the auxiliary heat exchanger **83**.

As indicated by the arrow B3 in FIG. **66**, the fluid entering the second fluid inlet **84***c* flows into one of two tank spaces formed at the upper end of the coolant cooler **14**. As indicated by the arrow B**4** in FIG. **66**, the fluid in the other of the two tank spaces formed at the upper end of the coolant cooler **14** flows from the second fluid outlet **84***d* through the auxiliary heat exchanger **83**.

FIG. **67** shows a part in the vicinity of the first fluid outlet **84***b*. A pair of plate opening formation members **814** (a plurality of members) are disposed between the condenser **50** and the auxiliary heat exchanger **83** to extend from the upper end to lower end of the plate member **806**.

The first fluid outlet **84***b* is formed of an opening formed at the upper surface of the pair of opening formation members **814**. The upper end of the pair of opening formation member **814** is shaped to expand in the tube stacking direction. The plate members **806** adjacent to the pair of opening formation members **814** have upper ends thereof recessed in the tube stacking direction, corresponding to the shape of the pair of opening formation members **814**.

The plate members **806** are disposed opposed to each other in the tube stacking direction with the opening formation member **814** centered therebetween as the boundary between the condenser **50** and the auxiliary heat exchanger **83**.

FIG. **68** shows a part in the vicinity of the second fluid inlet **84***c*. The structure in the vicinity of the second fluid inlet **84***c* is the same as that in the vicinity of the first fluid outlet **84***b* shown in FIG. **67**.

The plate members **806** are disposed opposed to each other in the tube stacking direction with the opening formation member **814** centered therebetween as the boundary between the auxiliary heat exchanger **83** and the coolant cooler **14**.

Although not shown in the figure, the structure in the vicinity of the first fluid inlet **84***a* and the structure in the vicinity of the second fluid outlet **84***d* are also the same as that in the vicinity of the first fluid outlet **84***b* shown in FIG. **67** and that in the vicinity of the second fluid inlet **84***c* shown in FIG. **68**.

This embodiment does not need to guide a fluid having passed through the auxiliary heat exchanger **83** to the end of the heat exchanger **80** in the tube stacking direction in flowing out the fluid, and thus can simplify the structure of the heat exchanger.

The pair of opening formation members **814** in this embodiment can be applied to the heat exchanger **80** of the above eighth embodiment. That is, in the heat exchanger **80** of the above eighth embodiment, the pair of opening formation members **814** may be disposed between the condenser **50** and the coolant cooler **14** to form the fluid inlet and outlet. In this case, a cavity may be formed between the pair of opening formation members **814** to suppress the heat transfer between the condenser **50** and the coolant cooler **14**. That is, the cavity formation portion **809** of the above eighth embodiment can be formed by the pair of opening formation members **814**.

In this embodiment, the inlets and outlets for the fluid flowing through the auxiliary heat exchanger **83** (for example, the refrigerant in the case of the internal heat exchanger) are disposed between the condenser **50** and the auxiliary heat exchanger **83**, and between the auxiliary heat exchanger **83** and the coolant cooler **14**. Additionally, or alternatively, the inlets and outlets for the fluid not flowing through the auxiliary heat exchanger **83** (for example, the coolant in the case of the internal heat exchanger) may be disposed between the condenser **50** and the auxiliary heat exchanger **83**, and between the auxiliary heat exchanger **83** and the coolant cooler **14**.

Fifteenth Embodiment

A fifteenth embodiment of the invention specifically shows the structure of the coolant cooler **14**, the condenser **50**, and the expansion valve **25** in the seventh embodiment.

The basic structure of the coolant cooler **14** and condenser **50** is the same as that of the heat exchanger **80** of the above eighth embodiment. That is, the coolant cooler **14** and condenser **50** are formed by stacking and bonding a number of plate members **806** in the tube stacking direction.

The coolant cooler **14** and the condenser **50** are not bonded together by brazing. However, the coolant cooler **14** and the condenser **50** are individually assembled by brazing, and then the expansion valve **25** is assembled to between the coolant cooler **14** and the condenser **50**.

FIG. **69** is a diagram of the plate member **806** forming the condenser **50** as viewed from the expansion valve **25**. FIG. **70** is a diagram of the plate member **806** forming the coolant cooler **14** as viewed from the expansion valve **25**.

With the coolant cooler **14**, condenser **50**, and expansion valve **25** integrally assembled together, the tank space **803***b* for the lower refrigerant of the condenser **50** (or first tank space for the refrigerant) and the tank space **803***b* for the lower refrigerant of the coolant cooler **14** (or second tank space for the refrigerant) are positioned to be superimposed on each other as viewed from the tube stacking direction. Thus, a common plate member can be used as the plate member **806** forming the condenser **50** and the plate member **806** forming the coolant cooler **14**.

FIG. **71** shows a cross-sectional view of a part in the vicinity of the expansion valve **25**.

The expansion valve **25** has the decompression flow path **25***c* for decompressing the refrigerant flowing from the condenser **50** to allow the decompressed refrigerant to flow into the coolant cooler **14**. The inlet **25***d* and outlet **25***e* of the decompression flow path **25***c* are disposed in different positions as viewed from the tube stacking direction.

The outlet **25***e* of the decompression flow path **25***c* is disposed to be superimposed on the tank space **803***b* for the lower refrigerant of the coolant cooler **14** as viewed from the tube stacking direction. The outlet **25***e* of the decompression flow path **25***c* and the tank space **803***b* for the lower refrigerant of the coolant cooler **14** are connected and communicate with each other via the connector **86**.

The inlet **25***d* of the decompression flow path **25***c* is disposed in a position different from that of the tank space **803***b* for the lower refrigerant of the condenser **50** as viewed from the tube stacking direction. A refrigerant flow path formation member **815** forming a refrigerant flow path **815***a* is disposed between the inlet **25***d* of the decompression flow path **25***c* and the tank space **803***b* for the lower refrigerant of the condenser **50**.

The refrigerant flow path formation member **815** is a plate member formed using, for example, a both-sided clad material including an aluminum center layer with both sides thereof clad with brazing. The refrigerant flow path formation member **815** is stacked over and bonded to the plate members **806** forming the condenser **50** by brazing.

The refrigerant flow path **815***a* is a flow path for allowing the tank space **803***b* for the lower refrigerant of the condenser **50** to communicate with the inlet **25***d* of the decompression flow path **25***c*, and extends non-parallel to the tube stacking direction. The refrigerant flow path **815***a* is connected to the inlet **25***d* of the decompression flow path **25***c* via the connector **86**.

In this embodiment, the refrigerant flow path **815***a* extending non-parallel to the tube stacking direction is formed between the inlet **25***d* of the decompression flow path **25***c* and the tank space **803***b* for the lower refrigerant of the condenser **50**, so that the expansion valve **25** with the inlet **25***d* and outlet **25***e* of the decompression flow path **25***c* not arranged linearly can be assembled between the coolant cooler **14** and the condenser **50** without any trouble.

Contrary to this embodiment, the inlet **25***d* of the decompression flow path **25***c* is superimposed on the tank space **803***b* for the lower refrigerant of the condenser **50** as viewed from the tube stacking direction, and the outlet **25***e* of the decompression flow path **25***c* is disposed in a position different from that of the tank space **803***b* for the lower refrigerant of the coolant cooler **14** as viewed from the tube stacking direction. In this case, the refrigerant flow path **815***a* extending non-parallel to the tube stacking direction may be formed between the outlet **25***e* of the decompression flow path **25***c* and the tank space **803***b* for the lower refrigerant of the coolant cooler **14**.

Other Embodiments

Various modifications and changes can be made to the above-mentioned embodiments and reference examples as follows.

(1) Various devices can be used as the devices to be cooled. For example, a heat exchanger incorporated in a seat for a passenger to sit on and adapted to cool and heat the seat by using coolant may be used as the device to be cooled. The number of devices to be cooled may be any number as long as the number is a plural number (two or more).

(2) The above first reference example shows one example of the arrangement pattern of holes formed in valve elements of the first and second switching valves **19** and **20**. However, the arrangement pattern of holes formed in the valve elements of the first and second switching valves **19** and **20** can be changed in various manners.

The connection state between the inlet and outlet for the coolant can be changed in a variety of ways by modifying the arrangement pattern of the holes formed in the valve elements of the first and second switching valves **19** and **20**, which can easily adapt to the change of specifications, including addition of an operating mode and the like.

(3) Although in the above first reference example, the switching is performed among the first to third modes based on the outside air temperature detected by the outside air sensor **42**, the switching may be performed among the first to third modes based on the coolant temperature detected by the water temperature sensor **43**.

(4) Although in the above second embodiment, the cold energy stored in the battery is used to supercool the high-pressure refrigerant of the refrigeration cycle **22** in the second mode, the cold energy stored in the battery may be used to cool the air of the vehicle interior, the inverter, and the like.

(5) In the reference examples described above, the coolant cooler **14** for cooling the coolant by the low-pressure refrigerant of the refrigeration cycle **22** is used as the cooler for cooling the coolant down to a lower temperature than the outside air temperature. However, a Peltier device may be used as the cooler.

(6) In each of the above-mentioned embodiments and reference examples, the coolant may intermittently circulate through the battery cooler **15** to thereby control the cooling capacity for the battery.

(7) In each of the above-mentioned embodiments and reference examples, the switching may be performed between a state of circulation of the intermediate-temperature coolant through the exhaust gas cooler **17** and another state of circulation of the low-temperature coolant therethrough according to a load on an engine. When a load on the engine is small, for example, while the vehicle is traveling in midtown, the switching can be performed to the low-temperature coolant circulation to cool the exhaust gas by the refrigeration cycle **22**, resulting in an increase in density of exhaust gas returned to the engine intake side, thereby improving the fuel efficiency.

(8) In each of the above-mentioned embodiments and reference examples, the coolant is used as the heat medium for cooling the device to be cooled. Alternatively, various kinds of media, such as oil, may be used as the heat medium.

(9) The refrigeration cycle **22** of each of the above embodiments and reference examples employs a fluorocarbon refrigerant as the refrigerant. However, the kind of the refrigerant is not limited to such a kind of refrigerant. Specifically, a natural refrigerant, such as carbon dioxide, a hydrocarbon-based refrigerant, and the like may also be used as the refrigerant.

The refrigeration cycle **22** of each of the above embodiments and reference examples forms a subcritical refrigeration cycle whose high-pressure side refrigerant pressure does not exceed a critical pressure of the refrigerant. Alternatively, the refrigeration cycle may form a supercritical refrigeration cycle whose high-pressure side refrigerant pressure exceeds the critical pressure of the refrigerant.

(10) In each of the above-mentioned embodiments and reference examples, the vehicle cooling system of the present disclosure is applied to the hybrid car by way of example. Alternatively, the present disclosure may be applied to an electric vehicle which obtains a driving force for traveling from an electric motor for traveling without including an engine.

(11) Although in the above respective embodiments, the heat exchanger **80** is disposed such that the longitudinal

direction of the tubes is identical to the vertical direction, namely, the direction of gravitational force, the invention is not limited thereto. The direction of arrangement of the heat exchanger **80** can be appropriately changed.

(12) The coolant cooler **14** and condenser **50** of the above-mentioned embodiments can be applied to a thermal management system shown in FIGS. **72** and **73**.

In the thermal management system shown in FIGS. **72** and **73**, the condenser **50** is adapted to cool the refrigerant, while heating the intermediate-temperature coolant by exchanging heat between the intermediate-temperature coolant circulating through the first coolant circuit C**1** (intermediate-temperature coolant circuit) and the refrigerant circulating through the refrigeration cycle **22**.

In the thermal management system shown in FIGS. **72** and **73**, the coolant cooler **14** is adapted to cool the low-temperature coolant by exchanging heat between the low-temperature coolant circulating through the second coolant circuit C**2** (low-temperature coolant circuit) and the refrigerant circulating through the refrigeration cycle **22**.

In the thermal management system shown in FIG. **72**, the heater core **51** and the coolant pump (not shown) are disposed in the first coolant circuit C**1**, whereas the radiator **13** and the coolant pump (not shown) are disposed in the second coolant circuit C**2**.

In the thermal management system shown in FIG. **73**, the radiator **13** and the coolant pump (not shown) are disposed in the first coolant circuit C**1**, whereas the cooler core **18** and the coolant pump (not shown) are disposed in the second coolant circuit C**2**.

The coolant cooler **14** and condenser **50** in the thermal management system shown in FIGS. **72** and **73** can be integrated together, like the first embodiment.

The coolant cooler **14**, condenser **50**, and expansion valve **25** of the above-mentioned seventh embodiment can also be applied to a thermal management system shown in FIGS. **72** and **73**. The coolant cooler **14**, condenser **50**, and expansion valve **25** in the thermal management system shown in FIGS. **72** and **73** can be integrated together, like the seventh embodiment.

(13) The above-mentioned embodiments may be appropriately combined together within the realm of possibility.

What is claimed is:

1. A heat exchanger comprising:

a plurality of plate members which are stacked and bonded to each other, wherein

the plurality of plate members constitute

a heat exchanging portion in which refrigerant tubes and heat medium tubes are stacked with each other, a refrigerant in a vapor-compression refrigeration cycle flowing through the refrigerant tubes, a heat medium flowing through the heat medium tubes to exchange heat with the refrigerant, and

a tank portion in which at least one of a refrigerant tank space and a heat medium tank space is defined, the refrigerant tank space being adapted to collect or distribute the refrigerant with respect to the refrigerant tubes, the heat medium tank space being adapted to collect or distribute the heat medium with respect to the heat medium tubes,

the heat exchanging portion includes

a first heat exchanging portion in which heat is exchanged between the heat medium and the refrigerant on a high-pressure side of the vapor-compression refrigeration cycle, and

a second heat exchanging portion in which heat is exchanged between the heat medium and the refrigerant on a low-pressure side of the vapor-compression refrigeration cycle,

the tank portion is provided with a refrigerant inlet through which the refrigerant flows into the refrigerant tank space, a refrigerant outlet through which the refrigerant flows out of the refrigerant tank space, a heat medium inlet through which the heat medium flows into the heat medium tank space, and a heat medium outlet through which the heat medium flows out of the heat medium tank space,

at least one of the refrigerant inlet, the refrigerant outlet, the heat medium inlet, and the heat medium outlet is disposed between both ends of the tank portion in a tube stacking direction of the refrigerant tubes and the heat medium tubes,

an auxiliary heat exchanging portion that exchanges heat between a first fluid and a second fluid is provided between the first heat exchanging portion and the second heat exchanging portion,

the first fluid is the refrigerant or the heat medium,

the second fluid is the refrigerant or the heat medium, and

at least one of the first fluid and the second fluid is the refrigerant or the heat medium flowing from at least one of the first heat exchanging portion and the second heat exchanging portion.

2. The heat exchanger according to claim **1**, wherein

the auxiliary heat exchanging portion includes first fluid tubes and second fluid tubes stacked with each other, the first fluid flowing through the first fluid tubes, the second fluid flowing through the second fluid tubes,

the first fluid tubes are the coolant tubes or the heat medium tubes,

the second fluid tubes are the refrigerant tubes or the heat medium tubes, and

one of the first fluid tubes is sandwiched between adjacent two of the second fluid tubes.

3. The heat exchanger according to claim **1**, wherein

the first fluid is the refrigerant or the heat medium flowing from the first heat exchanging portion, and

the second fluid is the refrigerant or the heat medium flowing from the second heat exchanging portion.

4. The heat exchanger according to claim **3**, wherein

the tank portion is provided with a first fluid tank space adapted to allow the first fluid flowing from the first heat exchanger to enter the auxiliary heat exchanging portion, and a second fluid tank space adapted to allow the second fluid flowing from the second heat exchanging portion to enter the auxiliary heat exchanging portion,

the first fluid tank space is the refrigerant tank space or the heat medium tank space,

the second fluid tank space is the refrigerant tank space or the heat medium tank space,

a part of the first fluid tank space corresponding to the first heat exchanging portion is superimposed on a part of the first fluid tank space corresponding to the auxiliary heat exchanging portion when being viewed from the tube stacking direction, and

a part of the second fluid tank space corresponding to the second heat exchanging portion is superimposed on a part of the second fluid tank space corresponding to the auxiliary heat exchanging portion when being viewed from the tube stacking direction.

5. The heat exchanger according to claim **3**, wherein

the first fluid is the refrigerant flowing out of the first heat exchanging portion, and

the second fluid is the refrigerant flowing out of the second heat exchanging portion.

6. The heat exchanger according to claim **1**, wherein

at least one of the refrigerant outlet and the heat medium outlet is disposed between (i) a first boundary serving as a boundary between the first heat exchanging portion and the auxiliary heat exchanging portion, and (ii) a second boundary serving as a boundary between the auxiliary heat exchanging portion and the second heat exchanging portion.

7. The heat exchanger according to claim **1**, wherein

at least one of the refrigerant inlet and the refrigerant outlet is disposed between both ends of the tank portion in the tube stacking direction of the refrigerant tubes and the heat medium tubes.

8. The heat exchanger according to claim **1**, wherein

at least one of the refrigerant inlet, the refrigerant outlet, the heat medium inlet, and the heat medium outlet is formed by multiple members disposed between the plurality of plate members.

9. The heat exchanger according to claim **1**, wherein

at least one of the refrigerant outlet and the heat medium outlet is constituted by multiple members disposed between the plurality of plate members, and

the multiple members are disposed at least one of (i) between the first heat exchanging portion and the auxiliary heat exchanging portion, and (ii) between the auxiliary heat exchanging portion and the second heat exchanging portion.

10. The heat exchanger according to claim **9**, wherein

the multiple members extend from one end to the other end of the plurality of plate members in a longitudinal direction of the refrigerant tubes and the heat medium tubes, and

outlets formed by the multiple members among the refrigerant outlet and the heat medium outlet are disposed at both the one end and the other end of the refrigerant tubes and the heat medium tubes.

11. The heat exchanger according to claim **10**, wherein

the plurality of plate members are disposed opposite to each other in the tube stacking direction with the multiple members centered.

12. The heat exchanger according to claim **1**, wherein

at least one of the refrigerant inlet, the refrigerant outlet, the heat medium inlet, and the heat medium outlet is opened between both the ends in a direction perpendicular to the tube stacking direction.

13. The heat exchanger according to claim **1**, wherein

the plurality of plate members are disposed opposite to each other in the tube stacking direction, with a boundary between the first heat exchanging portion and the second heat exchanging portion, as a center.

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