

Features

Feature	Description	1C-2BC	2C-2BC	3C to 4C ΣAI-22	3C to 8C ΣAI-2200C
■ OPERATIONAL AND SERVICE FEATURES					
Safe Landing (SFL)	If a car has stopped between floors due to some equipment malfunction, the controller checks the cause, and if it is considered safe to move the car, the car will move to the nearest floor at a low speed and the doors will open.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
Next Landing (NXL)	If the elevator doors do not open fully at a destination floor, the doors close, and the car automatically moves to the next or nearest floor where the doors will open.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
Continuity of Service (COS)	A car which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance.	—	Ⓢ	Ⓢ	Ⓢ
Automatic Bypass (ABP)	A fully-loaded car bypasses hall calls in order to maintain maximum operational efficiency.	⓪	Ⓢ	Ⓢ	Ⓢ
Overload Holding Stop (OLH)	A buzzer sounds to alert the passengers that the car is overloaded. The doors remain open and the car will not leave that floor until enough passengers exit the car.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
Automatic Hall Call Registration (FSAT)	If one car cannot carry all waiting passengers because it is full, another car will automatically be assigned for the remaining passengers.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
Car Call Canceling (CCC)	When a car has responded to the final car call in one direction, the system regards remaining calls in the other direction as mistakes and clears them from the memory.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
False Call Canceling — Automatic (FCC-A)	If the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops.	⓪	⓪	⓪	Ⓢ
False Call Canceling — Car Button Type (FCC-P)	If the wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.	⓪	⓪	⓪	⓪
Car Fan Shut Off — Automatic (CFO-A)	If there are no calls for a specified period, the car ventilation fan will automatically turn off to conserve energy. Please refer to page 6.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
Car Light Shut Off — Automatic (CLO-A)	If there are no calls for a specified period, the car lighting will automatically turn off to conserve energy. Please refer to page 6.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
Backup Operation for Group Control Microprocessor (GCBK)	An operation by car controllers which automatically maintains elevator operation in the event that a microprocessor or transmission line in the group controller has failed.	—	Ⓢ	Ⓢ	Ⓢ
Out-of-service-remote (RCS)	With a key switch on the supervisory panel, etc., a car can be called to a specified floor after responding to all car calls, and then automatically be taken out of service.	⓪	⓪	⓪	⓪
Secret Call Service (SCS-B)	To enhance security, car calls for desired floors can be registered only by entering secret codes using the car buttons on the car operating panel. This function is automatically deactivated during emergency operation.	⓪	⓪	⓪	⓪
Non-service to Specific Floors — Car Button Type (NS-CB)	To enhance security, service to specific floors can be disabled using the car operating panel. This function is automatically deactivated during emergency operation.	⓪	⓪	⓪	⓪
Non-service to Specific Floors — Switch/Timer Type (NS/NS-T)	To enhance security, service to specific floors can be disabled using a manual or timer switch. This function is automatically deactivated during emergency operation.	⓪	⓪ ^{#1}	⓪	⓪
Out-of-service by Hall Key Switch (HOS/HOS-T)	For maintenance or energy-saving measures, a car can be taken out of service temporarily with a key switch (with or without a timer) mounted in a specified hall.	⓪	⓪	⓪	⓪
Return Operation (RET)	Using a key switch on the supervisory panel, a car can be withdrawn from group control operation and called to a specified floor. The car will park on that floor with the doors open, and not accept any calls until independent operations begin.	⓪	⓪	⓪	⓪
Attendant Service (AS)	Exclusive operation where an elevator can be operated using the buttons and switches located in the car operating panel, allowing smooth boarding of passengers or loading of baggage.	⓪	⓪	⓪	⓪
Independent Service (IND)	Exclusive operation where a car is withdrawn from group control operation for independent use, such as maintenance or repair, and responds only to car calls.	Ⓢ	Ⓢ	Ⓢ	Ⓢ
Variable Traveling Speed Elevator System (VSE) NEW	According to the number of passengers in the car, the car travels faster than the rated speed. Please refer to page 7 and 8.	⓪	⓪	⓪	⓪
Regenerative Converter (PCNV) NEW	For energy conservation, power regenerated by a traction machine can be used by other electrical systems in the building. Please refer to page 5.	⓪	⓪	⓪	⓪

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■ GROUP CONTROL FEATURES					
Expert System and Fuzzy Logic	Artificial expert knowledge, which has been programmed using "expert system" and "fuzzy logic", is applied to select the ideal operational rule which maximizes the efficiency of group control operations.	—	—	Ⓢ	Ⓢ
Psychological Waiting Time Evaluation	Cars are allocated according to the predicted psychological waiting time for each hall call. The rules evaluating psychological waiting time are automatically changed in a timely manner in response to actual service conditions.	—	—	Ⓢ	Ⓢ
Cooperative Optimization Assignment	The system predicts a potential hall call, which could cause longer waiting time. Car assignment is performed considering not only current and new calls but also near-future calls. Please refer to page 11.	—	—	—	Ⓢ
Car Travel Time Evaluation	Cars are allocated to hall calls by considering the number of car calls that will reduce passenger waiting time in each hall and the travel time of each car.	—	—	Ⓢ	Ⓢ
Distinction of Traffic Flow with Neural Networks (NN)	Traffic flows in a building are constantly monitored using neural network technology, and the optimum operational pattern, such as Lunchtime Service or Up Peak Service, is selected or canceled accordingly at the appropriate time.	—	—	—	Ⓢ
Car Allocation Tuning (CAT)	The number of cars allocated or parked on crowded floors is controlled not just according to the conditions on those crowded floors but also the operational status of each car and the traffic on each floor.	—	—	—	Ⓢ
Dynamic Rule-set Optimizer (DRO)	Traffic flows in a building are constantly predicted using neural network technology, and an optimum rule-set for group control operations is selected through real-time simulations based on prediction results. Please refer to page 12.	—	—	—	Ⓢ
Destination Oriented Prediction System (DOAS-S)	When a passenger enters a destination floor at a hall, the hall operating panel indicates which car will serve the floor. The passenger does not need to press a button in the car. Dispersing passengers by destination prevents congestion in the cars and minimizes their waiting and traveling times. (Cannot be combined with the IUP feature.) Please refer to page 12.	—	—	—	⓪ ^{#2}
Peak Traffic Control (PTC)	A floor which temporarily has the heaviest traffic is served with higher priority over other floors, but not to the extent that it interferes with the service to other floors.	—	—	Ⓢ	Ⓢ
Strategic Overall Spotting (SOHS)	To reduce passenger waiting time, cars which have finished service are automatically directed to positions where they can respond to predicted hall calls as quickly as possible.	—	Ⓢ	Ⓢ	Ⓢ
Intense Up Peak (IUP)	To maximize transport efficiency, an elevator bank is divided into two groups of cars to serve upper and lower floors separately during up peak. In addition, the number of cars to be allocated, the timing of car allocation to the lobby floor, the timing of door closing, etc. are controlled based on predicted traffic data.	—	—	—	⓪
Up Peak Service (UPS)	Controls the number of cars to be allocated to the lobby floor, as well as the car allocation timing, in order to meet increased demand for upward travel from the lobby floor during office starting time, hotel check-in times, etc., and minimize passenger waiting time.	—	—	⓪	⓪
Down Peak Service (DPS)	Controls the number of cars to be allocated and the timing of car allocation in order to meet increased demand for downward travel during office leaving time, hotel check-out time, etc. to minimize passenger waiting time.	—	—	⓪	⓪
Forced Floor Stop (FFS)	All cars in a bank automatically make a stop at a predetermined floor on every trip without being called.	⓪	⓪	⓪	⓪
Main Floor Parking (MFP)	An available car always parks on the main (lobby) floor with the doors open to reduce passenger waiting time.	⓪	⓪	⓪	⓪
Energy-saving Operation — Number of Cars (ESO-N)	To save energy, the number of service cars is automatically reduced to some extent, but not so much that it adversely affects passenger waiting time. Please refer to page 6.	—	—	⓪	Ⓢ
Energy-saving Operation — Allocation Control (ESO-W)	The system selects the elevator that best balances operational efficiency and energy consumption according to each elevator's current location and passenger load as well as predicted congestion levels throughout the day. Please refer to page 6.	—	—	—	Ⓢ
Special Floor Priority Service (SFPS)	Special floors, such as floors with VIP rooms or executive rooms, are given higher priority for car allocation when a call is made on those floors. (Cannot be combined with hall position indicators.)	—	—	⓪ ^{#1}	⓪
Closest-car Priority Service (CNPS)	A function to give priority allocation to the car closest to the floor where a hall call button has been pressed, or to reverse the closing doors of the car closest to the pressed hall call button on that floor. (Cannot be combined with hall position indicators.)	—	—	⓪ ^{#1}	⓪

Notes: • 1C-2BC (1-car selective collective) - Standard, 2C-2BC (2-car selective collective) - Optional
 ΣAI-22 (3 to 4-car group control system) - Optional, ΣAI-2200C (3 to 8-car group control system) - Optional
 • Ⓢ = Standard ⓪ = Optional — = Not applicable
 • #1: Please consult our local agents for the production terms, etc.
 • #2: When DOAS-S is applied, SR or multi-beam door sensor should be installed.

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Light-load Car Priority Service (UCPS)	When traffic is light, empty or lightly-loaded cars are given higher priority to respond to hall calls in order to minimize passenger travel time. (Cannot be combined with hall position indicators.)	—	—	⊙ #1	⊙
Special Car Priority Service (SCPS)	Special cars, such as observation elevators and elevators with basement service, are given higher priority to respond to hall calls. (Cannot be combined with hall position indicators.)	—	—	⊙ #1	⊙
Congested-floor Service (CFS)	The timing of car allocation and the number of cars to be allocated to floors where meeting rooms or ballrooms exist and the traffic intensifies for short periods of time are controlled according to the detected traffic density data for those floors.	—	—	⊙	⊙
Bank-separation Operation (BSO)	Hall buttons and the cars called by each button can be divided into several groups for independent group control operation to serve special needs or different floors.	—	⊙ #1	⊙	⊙
VIP Operation (VIP-S)	A specified car is withdrawn from group control operation for VIP service operation. When activated, the car responds only to existing car calls, moves to a specified floor and parks there with the doors open. The car will then respond only to car calls.	—	⊙ #1	⊙	⊙
Lunchtime Service (LTS)	During the first half of lunchtime, calls for a restaurant floor are served with higher priority, and during the latter half, the number of cars allocated to the restaurant floor, the allocation timing for each car and the door opening and closing timing are all controlled based on predicted data.	—	—	⊙	⊙
Main Floor Changeover Operation (TFS)	This feature is effective for buildings with two main (lobby) floors. The floor designated as the "main floor" in a group control operation can be changed as necessary using a manual switch.	⊙	⊙	⊙	⊙

■ DOOR OPERATION FEATURES

Door Sensor Self-diagnosis (DODA)	Failure of non-contact door sensors is checked automatically, and if a problem is diagnosed, the door-close timing is delayed and the closing speed is reduced to maintain elevator service and ensure passenger safety.	⊙	⊙	⊙	⊙
Automatic Door Speed Control (DSAC)	Door load on each floor, which can depend on the type of hall door, is monitored to adjust the door speed, thereby making the door speed consistent throughout all floors.	⊙	⊙	⊙	⊙
Automatic Door-open Time Adjustment (DOT)	The time doors are open will automatically be adjusted depending on whether the stop was called from the hall or the car, to allow smooth boarding of passengers or loading of baggage.	—	—	—	⊙
Reopen with Hall Button (ROHB)	Closing doors can be reopened by pressing the hall button corresponding to the traveling direction of the car.	⊙	⊙	⊙	⊙
Repeated Door-close (RDC)	Should an obstacle prevent the doors from closing, the doors will repeatedly open and close until the obstacle is cleared from the doorway.	⊙	⊙	⊙	⊙
Extended Door-open Button (DKO-TB)	When the button inside a car is pressed, the doors will remain open longer to allow loading and unloading of baggage, a stretcher, etc.	⊙	⊙	⊙	—
Door Nudging Feature — With Buzzer (NDG)	A buzzer sounds and the doors slowly close when they have remained open for longer than the preset period. With AAN-B or AAN-G, a beep and voice guidance sound instead of the buzzer.	⊙	⊙	⊙	⊙
Door Load Detector (DLD)	When excessive door load has been detected while opening or closing, the doors immediately reverse.	⊙	⊙	⊙	⊙
Safety Door Edge (SDE)	One side	⊙	⊙	⊙	⊙
	Both sides (CO doors only)	⊙	⊙	⊙	⊙
Safety Ray (SR)	1-Beam	⊙	⊙	⊙	⊙
	2-Beam	⊙	⊙	⊙	⊙
Electronic Doorman (EDM)	Door open time is minimized using safety ray(s) or multi-beam door sensors that detect passengers boarding or exiting.	⊙	⊙	⊙	⊙
Multi-beam Door Sensor	Multiple infrared-light beams cover a door height of approximately 1800mm to detect passengers or objects as the doors close. (Cannot be combined with the SR or MBSS feature.)	⊙	⊙	⊙	⊙
Multi-beam Door Sensor — Signal Type (MBSS)	Multiple infrared-light beams cover a door height of approximately 1800mm to detect passengers or objects as the doors close. Additionally, LED lights on the door edge indicate the door opening/closing and the presence of an obstacle between the doors. (Cannot be combined with any of the following features: SDE, SR or multi-beam door sensor.)	⊙	⊙	⊙	⊙
Hall Motion Sensor (HMS)	Infrared-light is used to scan a 3D area near open doors to detect passengers or objects.	⊙	⊙	⊙	⊙

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■ SIGNAL AND DISPLAY FEATURES					
Sonic Car Button — Click Type (ACB)	A click-type car button which emits an electronic beep sound when pressed to indicate that the call has been registered.	⊙	⊙	⊙	⊙
Car Arrival Chime — Car or Hall (AECC/AECH)	Electronic chimes sound to indicate that a car will soon arrive. (The chimes are mounted either on the top and bottom of the car, or in each hall.)	⊙	⊙	⊙	⊙ (Each floor)
Flashing Hall Lantern (FHL)	A hall lantern, which corresponds to a car's service direction, flashes to indicate that the car will soon arrive.	⊙	⊙	⊙	⊙
Immediate Prediction Indication (AIL)	When a passenger has registered a hall call, the best car to respond to that call is immediately selected, the corresponding hall lantern lights up and a chime sounds once to indicate which doors will open.	—	—	⊙	⊙
Second Car Prediction (TCP)	When a hall is crowded to the extent that one car cannot accommodate all waiting passengers, a hall lantern will light up to indicate the next car to serve the hall.	—	—	—	⊙
Basic Announcement (AAN-B)	A synthetic voice (and/or buzzer) alerts passengers inside a car that elevator operation has been temporarily interrupted by overloading or a similar cause. (Voice available only in English.)	⊙	⊙	⊙	⊙
Voice Guidance System (AAN-G)	Information on elevator service such as the current floor or service direction is given to the passengers inside a car. (Voice guidance available only in English.)	⊙	⊙	⊙	⊙
Auxiliary Car Operating Panel (ACS)	An additional car control panel which can be installed for large-capacity elevators, heavy-traffic elevators, etc.	⊙	⊙	⊙	⊙
Inter-communication System (ITP)	A system which allows communication between passengers inside a car and the building personnel.	⊙	⊙	⊙	⊙
LCD Position Indicator (CID-S)	This 5.7-inch LCD for car operating panels shows the date and time, car positions, travel direction and elevator status messages.	⊙	⊙	⊙	⊙

■ EMERGENCY OPERATIONS AND FEATURES

Mitsubishi Emergency Landing Device (MELD)	Upon power failure, a car equipped with this function automatically moves and stops at the nearest floor using a rechargeable battery, and the doors open to facilitate the safe evacuation of passengers. (Maximum allowable floor-to-floor distance is 10 meters.)	⊙	⊙	⊙	⊙
Operation by Emergency Power Source — Automatic/Manual (OEPS)	Upon power failure, predetermined car(s) uses the building's emergency power supply to move to a specified floor, where the doors then open to facilitate the safe evacuation of passengers. After all cars have arrived, predetermined car(s) resume normal operation.	⊙	⊙	⊙	⊙
Fire Emergency Return (FER)	Upon activation of a key switch or a building's fire sensors, all calls are canceled, all cars immediately return to a specified evacuation floor and the doors open to facilitate the safe evacuation of passengers.	⊙	⊙	⊙	⊙
Firefighters' Emergency Operation (FE)	During a fire, when the fire operation switch is activated, the car calls of a specified car and all hall calls are canceled and the car immediately returns to a predetermined floor. The car then responds only to car calls which facilitate fire-fighting and rescue operations.	⊙	⊙	⊙	⊙
Earthquake Emergency Return (EER-P/EER-S)	Upon activation of primary and/or secondary wave seismic sensors, all cars stop at the nearest floor, and park there with the doors open to facilitate the safe evacuation of passengers.	⊙	⊙	⊙	⊙
Supervisory Panel (WP)	Each elevator's status and operation can be remotely monitored and controlled through a panel installed in a building's supervisory room, etc.	⊙	⊙ #1	⊙	⊙ #1
MelEye (WP-W) Mitsubishi Elevators & Escalators Monitoring and Control System	Each elevator's status and operation can be monitored and controlled using an advanced Web-based technology which provides an interface through personal computers. Special optional features such as preparation of traffic statistics and analysis are also available.	⊙	⊙	⊙	⊙
Emergency Car Lighting (ECL)	Car lighting which turns on immediately when power fails, providing a minimum level of lighting within the car. (Choice of dry-cell battery or trickle-charge battery.)	⊙	⊙	⊙	⊙

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