Eco Changes is the Mitsubishi Electric Group's environmental statement, and expresses the Group's stance on environmental management. Through a wide range of businesses, we are helping contribute to the realization of a sustainable society.

Visit our website at: http://www.mitsubishielectric.com/elevator/

Specifications are subject to change without notice.

Elevator Halls and Hoistways
1. Finishing of walls and floors of elevator halls after installation of elevator hall fittings.
2. Hoistway repair work.
3. Installing intermediate beams (where existing ones cannot be used).
4. Drilling holes for jambs and transom panels, hall indicators, hall buttons, etc., in the entrance halls on each floor (where existing ones cannot be used).
5. Installing steel backing plates for the jambs and transom panels, hall buttons, hall indicators, etc., in the entrance halls on each floor where steel-frame construction is used (where existing ones cannot be used).
6. Installing fasteners for the mounting of rail brackets on floors where steel-frame construction is used (where existing ones cannot be used).

Machine Rooms
1. Removing the machine-room floor (breaking up cinder concrete).
2. Laying conduits in the machine-room floor before laying and finishing cinder concrete.
3. Drilling holes in the machine-room floor.
4. Providing a temporary opening to bring in machinery and perform restoration work.
5. Access to the elevator machine room sufficient to allow passage for transporting machinery from outside the building.

Temporary Installation Work
1. Disposing of removed parts, cleaning up and disposing of broken glass and scrap.
2. Providing a suitable, locked space for storage of removed or to-be-installed elevator parts and tools.
3. Supplying electric power for the work and lighting.

Cautions Regarding Installation Work
1. Temporary hall enclosures should be provided.
2. A certain amount of vibration and noise is inevitable during the installation period.
3. Flammable materials are used during the installation period.
4. Security guards should be deployed throughout the installation period.

* Work responsibilities in installation and construction shall be determined according to the local laws. Please consult our local agents for details.

Work Not Included in Elevator Contract
The following items are excluded from Mitsubishi Electric's elevator modernization work, and are therefore the responsibility of the building owner or general contractor.

MODERNIZATION OF PASSENGER ELEVATOR CONTROL SYSTEM
More Effective, Cost-efficient Operation for Years to Come

Even with proper maintenance and normal operation, elevator components progressively deteriorate over a long period of use. To ensure passenger comfort and overall safety, elevator system modernization is required. When that time comes, give Mitsubishi Electric a call. We’re certain you’ll be glad you did.

Enhanced Safety  Enhanced Energy-savings  Enhanced Comfort  Enhanced Reliability

get it all with ELEMOTION

Just like other building facilities, elevator systems grow old and deteriorate too!
Optimum modernization
- Upgrade elevator control systems and signal fixtures to enhance performance and appearance

1. Gearless traction machine with PM motor and double brakes
(PM: permanent magnet)

   - The joint-lapped core built into the PM motor of the traction machine features flexible joints. The iron core acts like a hinge, which allows coils to be wound around the core more densely, resulting in improved motor efficiency and compactness. A high-density magnetic field is produced, enabling lower use of energy and resources and reduced CO2 emissions. Furthermore, the double brakes, which work independently, ensure safety.

   - Note that the gearless traction machine with PM motor is not applicable to some elevators.

2. Control panel with VVVF inverter control
(VVVF: variable voltage, variable frequency)

   - Energy savings of up to 60%

   - Traveling time reduced by up to 20%

   - Optimal acceleration/deceleration reduces traveling time by up to 20%*1, thereby easing the frustration felt by passengers riding in or waiting for an elevator.

   - Smoother ride and enhanced landing precision

   - A quality ride with smoother acceleration and minimal noise is delivered. The elevator landing is precise.

3. Door motor with advanced door control

   - Enhancing passenger safety
   - Multi-beam Door Sensor

   - The door motor and VVVF inverter ensure smoother and quieter door opening and closing, thereby enhancing passenger safety and product reliability.

4. Aesthetic signal fixtures

   - The new signal fixtures add to the building’s sophistication.
Features that optimize elevators and fulfill specific needs

Safety

Destination Oriented Allocation System (DOAS) (Applicable to ∑AI-2200C only as an option)

When a passenger enters a destination floor at a hall, the hall operating panel immediately indicates which car will serve the floor. Because the destination floor is already registered, the passenger does not need to press a button in the car. Furthermore, dispersing passengers by destination prevents congestion in cars and minimizes waiting and traveling time.

Door Sensor Self-diagnosis (DODA) (Standard)
Failure of non-contact door sensor 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) (Standard)
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. (Cannot be used with some doors.)

Automatic Door-open Time Adjustment (DOT) (Applicable to ∑AI-2200C only as standard)
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.

MelEye (WP-W)
Mitsubishi Elevators & Escalators Monitoring and Control System (Optional)
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 operation

Mitsubishi Emergency Landing Device (MELD) (Optional)
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 20 meters. Please consult our local agents regarding rechargeable batteries, etc.)

Operation by Emergency Power Source- Automatic/Manual (OEPS) (Optional)
Upon power failure, predetermined car(s) use 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.

Earthquake Emergency Return (EER-P/EER-S) (Optional)
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.

Efficiency

Destination Oriented Allocation System (DOAS) (Applicable to ∑AI-2200C only as an option)

Enhancing usability for passengers at halls
When a passenger enters a destination floor at a hall, the hall operating panel immediately indicates which car will serve the floor. Because the destination floor is already registered, the passenger does not need to press a button in the car. Furthermore, dispersing passengers by destination prevents congestion in cars and minimizes waiting and traveling time.

Comfort

Apartment Service (MES)
(Optional) (Not applicable to 1C-2BC and ∑AI-2200C)
When passengers press the down button in the hall of the floor they live on, the car that answers the call automatically travels down to a predetermined floor without any buttons in the car being pressed. Note that the Apartment Service is not applicable to some elevators.

Another convenient function for residential buildings: Going-out Service (GOS)
(Optional) (Not applicable to ∑AI-2200C)
When passengers press the down button in the hall of the floor they live on, the car that answers the call automatically travels down to a predetermined floor without any buttons in the car being pressed. Note that the Going-out Service is not applicable to some elevators.

Energy-saving

Car Light/Fan Shut Off— Automatic (CLO-A/CFO-A)
(Standard)
The car lighting/ventilation fan is automatically turned off if there are no calls for a specified period.
Replace signal fixtures and make elevators look as good as new.

**Car Signal Fixtures**

### Car operating panel in front return panel

#### Buttons accented with LED halo illumination

Tactile and flat buttons (stainless-steel with non-directional hairline-finish) are available in three illumination colors: yellow-orange, white and blue.

<table>
<thead>
<tr>
<th>Standard LED indicator*</th>
<th>Optional LED indicator</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBV1-C760</td>
<td>CBV1-C780</td>
</tr>
</tbody>
</table>

#### Selecting button type

Input the number corresponding to the button type as the fourth digit (shown as # in the brochure) in the car operating panel type (CBV#-XXXX) and hall button type (PIV#-XXXX or HBV#-XXXX).

<table>
<thead>
<tr>
<th>Standard</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>White</td>
</tr>
</tbody>
</table>

**Segment LED indicators cannot display some letters of the alphabet. Please consult our local agents for details.**

*This car operating panel is applicable when the number of floors is 22 or less.

*The standard car operating panel in this image has no service cabinet. A similar car operating panel with service cabinet is available as an option.

*Please select a button type, and enter the number in the space shown as # in this brochure.
Hall Signal Fixtures

Replace signal fixtures and make elevators look as good as new.

Hall position indicators and buttons

- **Standard**
  - Segment LED indicator
    - PIV-1-A720

- **Optional**
  - Segment LED indicator
    - PIV-1-C720
  - Metal-like resin faceplate

Hall buttons (Optional)

- **Optional**
  - Segment LED indicator
    - PIV-1-C710
  - Metal-like resin faceplate

Hall position indicators (Optional)

- **Optional**
  - Segment LED indicator
    - PIV-1-C710
  - Metal-like resin faceplate

Hall lanterns (Optional)

- **Optional**
  - Segment LED indicator
    - PIE-847

Hall position indicator with lantern (Optional)

- **Optional**
  - Segment LED indicator
    - PIE-847

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*1 Segment LED indicators cannot display some letters of the alphabet. Please consult our local agents for details.
*2 Please select a button type on page 8, and enter the number in the space shown as .
*3 Excluding HLV-A15 and HLH-A15.
Features

**OPERATIONAL AND SERVICE FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
<th>1C to 2BC</th>
<th>3C to 4C</th>
<th>5C to 8C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Call Canceling (CCC)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Car Fan Shut Off — Automatic (CFD-A)</td>
<td>If there are no calls for a specified period, the car ventilation fan automatically turns off to conserve energy.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Car Light Shut Off — Automatic (CLD-A)</td>
<td>If there are no calls for a specified period, the lighting automatically turns off to conserve energy.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Continuity of Service (COS)</td>
<td>A call which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Backup Operation for Group Control Microprocessor (GCCM)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Independent Service (IND)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Next Landing (NKL)</td>
<td>If the elevator doors do not open fully at a destination floor, the doors close, and the car automatically moves to the near or nearest floor where the doors open.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Overload Holding Stop (OLH)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Safety Landing (SFL)</td>
<td>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 moves to the nearest floor at a low speed and the doors open.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Automatic Bypass (ABP)</td>
<td>A fully-loaded car bypasses hall calls in order to maintain maximum operational efficiency.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Attendant Service (AS)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>False Call Canceling — Automatic (FCC-A)</td>
<td>If the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>False Call Canceling — Car Button Type (FCC-P)</td>
<td>If a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Automatic Hall Call Registration (FSAT)</td>
<td>If one car cannot carry all waiting passengers because it is full, another car will automatically be assigned for the remaining passengers.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Going-out Service (GOS)</td>
<td>When passengers press the down button in the hall of the floor they live on, the car that answers the call automatically travels down to a predetermined floor without any buttons in the car being pressed. (The Going-out Service is not applicable to some elevators. Please consult our local agents for details.)</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Out-of-service by Hall Key Switch (HOS/HOS-T)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Apartment Service (MES)</td>
<td>In residential buildings, to reduce passenger waiting time, the floor where elevators wait on standby can be set according to the time zone, for instance, an intermediate floor during morning down-peak and a lobby floor during evening up-peak hours. (The Apartment Service is not applicable to some elevators. Please consult our local agents for details.)</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Non-service to Specific Floors — Car Button Type (NS-CB)</td>
<td>To enhance security, service to specific floors can be disabled on the car operating panel. This function is automatically deactivated during emergency operation.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Non-service to Specific Floors — Switch/Timer Type (NS/NT)</td>
<td>To enhance security, service to specific floors can be disabled using a manual or timer switch. This function is automatically deactivated during emergency operation.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Regenerative Converter (PCNV)</td>
<td>For energy conservation, power regenerated by a traction machine can be used by other electrical systems in the building. (The Regenerative Converter is not applicable to some elevators. Please consult our local agents for details.)</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Out-of-service — Remote (RCS)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Return Operation (RET)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Secret Call Service (SCS-B)</td>
<td>To enhance security, cars 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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
</tbody>
</table>

**DOOR OPERATION FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
<th>1C to 2BC</th>
<th>3C to 4C</th>
<th>5C to 8C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Door Load Detector (DLD)</td>
<td>When excessive door load has been detected while opening or closing, the doors immediately reverse.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Door Sensor Self-diagnosis (DODD)</td>
<td>Failure of non-contact door sensors is checked automatically, and if a problem is diagnosed, the remaining close time is delayed and the closing speed is reduced to maintain elevator service and ensure passenger safety.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Automatic Door-open Time Adjustment (DOT)</td>
<td>The time doors are open is automatically adjusted depending on whether the stop was called from the hall or the car, to allow smooth boarding of passengers or loading of baggage.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Automatic Door Speed Control (DSAC)</td>
<td>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. (Cannot be used with some doors.)</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Door Nudging Feature — With Buzzer (NDG)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Repeated Door-close (RDC)</td>
<td>Should an obstacle prevent the doors from closing, the doors will repeatedly open and close until the obstacle is cleared from the doorway.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Reopen with Hall Button (ROHB)</td>
<td>Closings doors can be reopened by pressing the hall button corresponding to the traveling direction of the car.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Extended Door-open Button (DNO-TBU)</td>
<td>When the button inside a car is pressed, the doors remain open longer to allow loading and unloading of baggage, a stretcher, etc.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Door Object Sensor (DOM)</td>
<td>Door open time is minimized using the Safety Ray (SR) or Multi-door Door Sensors that detects passengers boarding or exiting.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Multi-door Door Sensor</td>
<td>Multiple infrared-light beams cover a door height of approximately 1800mm to detect passengers or objects at the doors close.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
</tbody>
</table>

**SIGNAL AND DISPLAY FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
<th>1C to 2BC</th>
<th>3C to 4C</th>
<th>5C to 8C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Announcement (AAN-B)</td>
<td>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.)</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Car Arrival Chime — Car or Hall</td>
<td>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)</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Flashing Hall Lantern (FHL)</td>
<td>A hall lantern, which corresponds to a car's service direction, flashes to indicate that the car will soon arrive.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Voice Guidance System (AAN-G)</td>
<td>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.)</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Sonic Car Button — Click Type (ACB)</td>
<td>A click-type car button which emits electronic beep sounds when pressed to indicate that the call has been registered.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Immediate Prediction Indication (API)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Car LCD Position Indicator (CID-S)</td>
<td>This 5.7 inch LCD for car operating panels shows the door time and car position, travel direction and elevator status messages.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Intercommunication System (ITP)</td>
<td>A system which allows communication between passengers inside a car and the building personnel.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
<tr>
<td>Second Car Prediction (TCP)</td>
<td>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.</td>
<td>1 1</td>
<td>1 1</td>
<td>1 1</td>
</tr>
</tbody>
</table>

Notes:
1. 3C to 4-car group control system
2. 5C to 8-car group control system
3. Standard
4. Optional
5. Not applicable to 5-car 2BC system
6. Not applicable
7. Applicability of the feature may vary depending on conditions.
8. When the DOAS is applied, the Multi-door Door Sensor feature is required.
Features

Emergency Operations and Features

- **Car Lighting**
  - Automatically turns on when power fails, providing a minimum level of lighting within the car.

- **Earthquake Emergency Return**
  - Upon activation of primary emergency sensors, all cars stop at the nearest floor and park there to ensure the safety evacuation of passengers.

- **Firefighting/Rescue Operations**
  - Upon activation of a key switch or the building’s fire alarm, all cars stop and park there with the doors open.

- **Supervisory Panel (WP)**
  - Each elevator’s status and operation can be monitored and controlled using a panel installed in a building’s supervisory room.

- **Mitsubishi Elevator Planning System (DOAS)**
  - Destination oriented allocation system (DAS) when a passenger enters a destination floor and the hall operating panel indicates which car will serve the passenger. The passenger does not need to press a button in the car. Dispersing passengers by destination prevents congestion in the cars and minimizes waiting and traveling time. Cannot be combined with some features. Please consult our local agents for details.

- **Down Peak Service (DPS)**
  - Low priority for car allocation when a call is made on those floors. (Cannot be combined with hall position indicators.)

- **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 peak up travel. 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 determined based on the predicted data.

- **Main Floor Parking (MFP)**
  - A specified car is withdrawn from group control operation for VIP service operation. When activated, the car responds only to existing calls, moves to a specified floor and parks there with the doors open. The car then responds only to hall calls.

- **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.

- **Light-load Car Priority Service (UCPS)**
  - 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.)

- **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 starting time, hotel check-in time, etc., and minimize passenger waiting time.

- **VIP Operation (VIP-S)**
  - A specified car from group control operation for VIP service operation.

Notes:
- 1C = 1-car selectivity; 2C = 2-car selectivity; 3C = 3-car selectivity.
- Optional:
  - Optional: S = Standard; T = To be combined with 1-car selectivity

Mitsubishi Elevator Inawase Works has acquired ISO 9001 certification from the International Organization for Standardization based on a review of quality management. The company has also acquired environmental management system standard ISO 14001 certification.

ISO 9001
ISO 14001

### Features

<table>
<thead>
<tr>
<th>Feature</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Car Lighting</strong></td>
<td>Automatically turns on when power fails, providing a minimum level of lighting within the car.</td>
</tr>
<tr>
<td><strong>Earthquake Emergency Return</strong></td>
<td>Upon activation of primary emergency sensors, all cars stop at the nearest floor and park there to ensure the safety evacuation of passengers.</td>
</tr>
<tr>
<td><strong>Firefighting/Rescue Operations</strong></td>
<td>Upon activation of a key switch or the building’s fire alarm, all cars stop and park there with the doors open.</td>
</tr>
<tr>
<td><strong>Supervisory Panel (WP)</strong></td>
<td>Each elevator’s status and operation can be monitored and controlled using a panel installed in a building’s supervisory room.</td>
</tr>
<tr>
<td><strong>Mitsubishi Elevator Planning System (DOAS)</strong></td>
<td>Destination oriented allocation system (DAS) when a passenger enters a destination floor and the hall operating panel indicates which car will serve the passenger.</td>
</tr>
<tr>
<td><strong>Down Peak Service (DPS)</strong></td>
<td>Low priority for car allocation when a call is made on those floors.</td>
</tr>
<tr>
<td><strong>Intense Up Peak (IUP)</strong></td>
<td>To maximize transport efficiency, an elevator bank is divided into two groups of cars to serve upper and lower floors separately during peak up travel.</td>
</tr>
<tr>
<td><strong>Main Floor Parking (MFP)</strong></td>
<td>A specified car is withdrawn from group control operation for VIP service operation.</td>
</tr>
<tr>
<td><strong>Peak Traffic Control (PTC)</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Light-load Car Priority Service (UCPS)</strong></td>
<td>Special cars, such as observation elevators and elevators with basement service, are given higher priority to respond to hall calls.</td>
</tr>
<tr>
<td><strong>Up Peak Service (UPS)</strong></td>
<td>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 starting time, hotel check-in time, etc., and minimize passenger waiting time.</td>
</tr>
<tr>
<td><strong>VIP Operation (VIP-S)</strong></td>
<td>A specified car from group control operation for VIP service operation.</td>
</tr>
</tbody>
</table>

Notes:
- 1C = 1-car selectivity; 2C = 2-car selectivity; 3C = 3-car selectivity.
- Optional:
  - Optional: S = Standard; T = To be combined with 1-car selectivity

Mitsubishi Elevator Inawase Works has acquired ISO 9001 certification from the International Organization for Standardization based on a review of quality management. The company has also acquired environmental management system standard ISO 14001 certification.
Work Not Included in Elevator Contract

The following items are excluded from Mitsubishi Electric’s elevator modernization work, and are therefore the responsibility of the building owner or general contractor.

Elevator Halls and Hoistways
1. Finishing of walls and floors of elevator halls after installation of elevator hall fittings.
2. Hoistway repair work.
3. Installing intermediate beams (where existing ones cannot be used).
4. Drilling holes for jambs and transom panels, hall indicators, hall buttons, etc., in the entrance halls on each floor (where existing ones cannot be used).
5. Installing steel backing plates for the jambs and transom panels, hall buttons, hall indicators, etc., in the entrance halls on each floor where steel-frame construction is used (where existing ones cannot be used).
6. Installing fasteners for the mounting of rail brackets on floors where steel-frame construction is used (where existing ones cannot be used).

Machine Rooms
1. Removing the machine-room floor (breaking up cinder concrete).
2. Laying conduits in the machine-room floor before laying and finishing cinder concrete.
3. Drilling holes in the machine-room floor.
4. Providing a temporary opening to bring in machinery and perform restoration work.
5. Access to the elevator machine room sufficient to allow passage for transporting machinery from outside the building.

Temporary Installation Work
1. Disposing of removed parts, cleaning up and disposing of broken glass and scrap.
2. Providing a suitable, locked space for storage of removed or to-be-installed elevator parts and tools.
3. Supplying electric power for the work and lighting.

Cautions Regarding Installation Work
1. Temporary hall enclosures should be provided.
2. A certain amount of vibration and noise is inevitable during the installation period.
3. Flammable materials are used during the installation period.
4. Security guards should be deployed throughout the installation period.

* Work responsibilities in installation and construction shall be determined according to the local laws. Please consult our local agents for details.

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Eco Changes is the Mitsubishi Electric Group’s environmental statement, and expresses the Group’s stance on environmental management. Through a wide range of businesses, we are helping contribute to the realization of a sustainable society.

Visit our website at: http://www.mitsubishielectric.com/elevator/

⚠️ Safety Tips: Be sure to read the instruction manual fully before using this product.