Standard Features

**FUNCTIONS**

**EMERGENCY OPERATIONS AND FEATURES**

- **Earthquake Emergency Operation** — EER-DS: In case of earthquake detection, the elevator stops at the nearest available floor and shuts down with the door open. (Detailed operation conforms to the local code.)
- **Firefighter’s Emergency Operation** — FF: In case of fire, the elevator performs firefighter’s emergency operation (Phase I and Phase II) conforming to the local code.

**DOOR OPERATIONS FEATURES**

- **Automatic Door Open Time Adjustment** — ADT: The amount of time that doors are open will automatically adjust depending on whether the stop was called from the hall or the car, to allow smooth boarding of passengers or loading of baggage.
- **Automatic Door Speed Control** — DSAC: Door load on each floor, which can depend on the type of lift door, is monitored to adjust the door speed. This results in constant control throughout all floors.
- **Door Load Detector** — DLD: When excessive door load has been detected while opening or closing, the doors immediately move in the reverse direction.
- **Door Nudging Feature — With Buzzer** — NDG: A door slowly closes when they have remained open for longer than the preset period with silent sound.
- **Door Sensor Self-Diagnostics** — DODA: Failure of non-contact door sensors is automatically checked and, if a problem is diagnosed, the door close time is delayed and the closing speed is reduced to maintain elevator service and ensure passenger safety.
- **Electronic Doorman** — EOM: 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 some height of the doors so as to close to detect passengers or objects.
- **Reunion with Hall Button** — NDB: Sliding doors can be re-opened by pressing the hall button corresponding to the traveling direction of the car.
- **Rejoined Door-close** — RDC: Should an obstacle prevent the doors from closing, the doors will repeatedly open and close until the obstacle is removed.

**OPERATIONAL AND SERVICE FEATURES**

- **Automatic Bypass** — ABP: A fully loaded car bypasses hall calls in order to maintain maximum operational efficiency.
- **Automatic Hall Call Registration** — PHAT: If one car cannot carry all waiting passengers because it is full, another car will automatically be assigned for the remaining passengers.
- **Backup Operation for Group (Control)Mastercomputer** — GCBX: An operation by car controllers which automatically starts to maintain elevator operation in the event that a microprocessor or transmission line in the group controller has failed.
- **Car Call Deceleration** — CCD: When a car is responding to the final car call in one direction, the system regulates remaining calls in the other direction as early as possible, and clears them from the memory.
- **Car Fan Shut Off — Automatic** — CFA-A: If there are no calls for a specified period, the car ventilation fan will automatically turn off to conserve energy.
- **Car Light Shut Off — Automatic** — CLD-A: If there are no calls for a specified period, the car lighting will automatically shut off to conserve energy.
- **Continuity of Service** — COS: A system which cooperatively prevents service is automatically switched from group control operation to maintain overall group performance.
- **Failure 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.
- **Independent Service** — IND: An operation where a car is withdrawn from group control operation for independent use, such as maintenance or repair, and responds only to car calls.
- **Next Landing** — NLN: 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; when the doors open, the car will move to the nearest floor at a slow speed, and the doors will open.
- **Overload Holding Stop** — OHS: A buzzer sounds to alert the passengers that the car is overloaded; the doors remain open and the car does not leave that floor until enough passengers exit the car.
- **Safe Landing** — SRL: If a car has stopped between floors due to an equipment malfunction, the controller checks the doors, and if it is considered safe to move the car, the car will move to the nearest floor at a slow speed and the doors will open.
FUNCTIONS

Optional Features

Emergency Car Lighting (ECL)
- Car lighting which turns on immediately when power fails to provide a minimum level of lighting in the car. (Choice of dry-cell battery or trickle-charger battery.)
- Yes

Multiple Mitsubishi Elevators & Escalators Monitoring and Control System (MP-W)
- Each elevator and escalator can be monitored and controlled using an advanced monitoring technology which provides an interface through personal computer. Optional features, such as pre-alarm of traffic analysis and alarms, are also available.
- Yes

Mitsubishi Emergency Landing Device (MLD)
- In the event of a fire, the car is equipped with MLD which automatically prevents descent of the nearest floor using a rechargeable battery, and the doors open to ensure passenger safety. (Mitsubishi Emergency Landing Device is available from floor distance is 10'-1")
- Yes

Operation by Emergency Power Source—Automatic (ODPS-A)
- In case of power failure, the elevator moves to the designated floor and opens the door to secure the safety of passengers. Then, the elevator is operated by emergency power until normal power recovery. (Detailed operation conforms to the local code.)
- Yes

Supervisory Panel (WP)
- A panel installed in a building’s Supervisory Room, which monitors and controls each elevator’s status and operations by receiving inputs and switches provided on request.
- Yes

DOOR OPERATION FEATURES

Dedicated Car (Door Hold) Button (DCH-B)
- A button located inside a car which keeps the doors open for a longer than usual period to allow loading and unloading of a stove, luggage, etc.
- Yes

3D Multi-beam Door Sensor
- Multiple infrared light beams cover some 5'-10 3/4" in height of the doors as they close to detect passengers or objects. The 3D sensor can also monitor the hall by scanning multiple infrared light beams.
- Yes

OPERATIONAL AND SERVICE FEATURES

Car Call Ears (FCC-P)
- If a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.
- Yes

Landing Open (LO)
- Doors start opening right before the car has completely stopped at a floor.
- Yes

Non-service To Specific Floors — Car Button Type (NSC-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 operations.
- Yes

Non-service To Specific Floors — Switch Type (N-S)
- To enhance security, service to desired floors can be set to disable using a manual switch. This function is automatically deactivated during emergency operations.
- Yes

Out-of-service remote (ORS)
- To enhance security, service to desired floors can be set to disable using a manual switch. This function is automatically deactivated during emergency operations.
- Yes

Secret Call Service (SCS-B)
- A car is temporarily split from the group to work as a single car. This dedicates one car to mail delivery or facility maintenance during certain parts of the day. The running car is operated from an homeopathic panel of qualifications issued in the building.
- Yes

Regenerative Converter (FCW)
- For energy conservation, power regeneration by a traction machine can be used by other electrical systems in the building.
- Yes

GROUP CONTROL FEATURES

Bank-exchange Operation (BGO)
- 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.
- Yes

Closed-car Priority Service (CPS)
- A function to give priority to a car or floor the car closest to when a hall call button has been pressed, or in reversing the closing doors of the car closest to the pre-selected call button on that floor. (Cannot be combined with Hall Position Indicators.)
- Yes

Congested Floor Service (CFS)
- The timing of car allocation and the number of cars to be allocated to floors where waiting rooms, or adjacent walls and traffic, experience for short periods of time are controlled according to the detected traffic density for those floors.
- Yes

Destination Directed Allocation System (DDAS)
- When a passenger reaches a destination floor or 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. (Destination directed allocation can be combined with some features. Please consult your local sales office for details.)
- Yes

Down Peak Service (DPS)
- A function to give priority to the car most suited to the timing of demand for downward travel during office leaving time, hotel check-out time, etc. to enhance passenger waiting time.
- Yes

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 as to adversely affect passenger waiting time.
- Yes

GROUP CONTROL FEATURES

Forced Floor Stop (FFS)
- All cars in a bank automatically make a stop at a predetermined floor on every trip without being called.
- Yes

International Peak (IP)
- To prevent passenger efficiency, an elevator bank is divided into two groups of cars to serve upper and lower floors respectively during a period. In addition, the number of cars in each bank is allocated so that the timing of car allocation for the lobby floor, the timing of door closing, etc., are controlled based on predicted traffic data.
- Yes

Light-peak Car Priority Service (LCP)
- When traffic is light and all cars are operating, cars are given higher priority to respond to hall calls in order to minimize passenger waiting time. (Cannot be combined with Hall Position Indicators.)
- Yes

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 the restaurant floor, the number of cars that are split, the timing of car allocation to the lobby floor, the timing of door closing, etc., are controlled based on predicted traffic data.
- Yes

Main Floor Changeover Operation (MFC)
- This feature is effective for buildings with large main floors. The floor designated as the “main floor” in a group control operation can be changed as necessary using a manual switch.
- Yes

Main Floor Parking (MFP)
- An available car always pulls on the main floor with the doors open to reduce passenger waiting time.
- Yes

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.)
- Yes

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.)
- Yes

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 demands for upward travel from the lobby floor during office leaving time, hotel check-out time, etc., and minimize passenger waiting time.
- Yes

Swing Service (SSWV)
- A car is temporarily split from the group to work as a single car. This dedicates one car to mail delivery or facility maintenance during certain parts of the day. The running car is operated from an homeopathic panel of qualifications issued in the building.
- Yes

SIGNAL AND DISPLAY FEATURES

Car Arrive Chime-Hall (AECH)
- When a car has reached a hall, a chime sounds once to indicate which hall the car is going to serve. (Cannot be combined with Hall Position Indicators.)
- Yes

Second Car Prediction TCP
- A function to give priority allocation to the car closest to the floor where a hall call button has been pressed. This function is automatically deactivated during emergency operations.
- Yes

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.)
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Notes:
- = Not applicable
- † = Not applicable to 1C-2BC

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<th>3C to 8C AI-2200C</th>
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