MODERNIZATION OF PASSENGER ELEVATOR CONTROL SYSTEM

ELEMOTION

2nd Edition
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.

That's the difference between maintenance and modernization

Unlike maintaining current functionality and operation through maintenance, system modernization provides improved comfort and operation utilizing the latest functions and control equipment.

get it all with ELEMOTION
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.

2. **Control panel with VVVF inverter control**
   - **VVVF**: variable voltage, variable frequency
   - Energy savings of up to 60%*
   - Variable voltage, variable frequency (VVVF) inverter control not only delivers smooth control of the traction machine, its regenerative braking system also conserves a significant amount of energy. Used alongside the gearless traction machine with PM motor, it ensures that elevators operate at optimal power efficiency, using up to 60%* or less power than AC-2 control.

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.

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*Note:
- *1: Depending on its condition, the traction machine may remain for reuse, or only the motor may be replaced.
- *2: This may not be applicable depending on the specification of existing elevators. Please consult our local agent for details.
- *3: The reduction ratio can vary depending on the control method of the existing elevator.
Features that optimize elevators and fulfill specific needs

Safety

Repetitive Door-Close (RDC) (Standard)
Should an obstacle prevent the doors from closing, the doors will repeatedly open and close until the obstacle is cleared from the doorway.

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 a 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)
When a passenger enters an allocation 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.

Enhancing usability for passengers at halls
When passengers enter a destination floor at a hall, the hall operating panel indicates which elevator to take. As passengers proceed to the assigned elevator, the car is on its way and there is no hurry when the car arrives.

Comfort

Enhancing usability for passengers at halls
When a passenger enters a destination floor at a hall, the hall operating panel indicates which elevator to take. As passengers proceed to the assigned elevator, the car is on its way and there is no hurry when the car arrives.

Comfort

Apartment Service (MES) (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 feature 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 feature is not applicable to some elevators.

Energy-saving

Car Light/Fan Shut Off — Automatic (CLO-A/CF0-A) (Standard)
The car lighting/ventilation fan is automatically turned off if there are no calls for a specified period.
Car Signal Fixtures

Replace signal fixtures and make elevators look as good as new

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.

The fourth digit of product numbers of car operating panel, hall buttons and hall position indicators and buttons shows the button type.

Notes:
*1: Segment LED indicators cannot display some letters of the alphabet. Please consult our local agents for details.
*2: This car operating panel is applicable when the number of floors is 22 or less.
*3: Please select a button type, and enter the number in #.

Optional With swing door type
(Dot LED & LCD are also available)
Hall Signal Fixtures

Replace signal fixtures and make elevators look as good as new

Hall position indicators and buttons
- Standard Segment LED indicator
- Optional Dot LED indicator

Hall buttons (Optional)

Hall position indicators (Optional)
- Segment LED indicator
- Optional Dot LED indicator

Hall lanterns (Optional)

Hall position indicator with lantern (Optional)

Notes:
* Segment LED indicators cannot display some letters of the alphabet. Please consult our local agents for details.
* Please select a button type on page 8, and enter the number in #.
* The number in the space shown as ■ varies depending on conditions.
Features

EMERGENCY OPERATIONS AND FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
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| Earthquake Emergency Return | EER-P | 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. | 1 2 3 4 |}
| 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) | 1 2 3 4 |}
| Fire Emergency Return | PER | Upon activation of a key switch or a building's fire alarm, all cars are cancelled, and cars immediately return to a specified evacuation floor and the doors open to facilitate the safe evacuation of passengers. | 1 2 3 4 |}
| 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 cancelled and the car immediately returns to a predetermined floor. The car then responds only to car calls which facilitate fire fighting and rescue operation. | 1 2 3 4 |}
| MelEye Mitsubishi Elevators & Escalators Monitoring and Control System | WP-WP | 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 preemption of traffic statistics and analysis are also available. | 1 2 3 4 |}
| Operation by Emergency Power Source — Automatic/Manual | OPSP | Upon power failure, predetermined car(s) uses the building's emergency power source to move to a specified floor, where the doors then open to facilitate the safe evacuation of passengers. After all cars have arrived, predetermined cars resume normal operation. | 1 2 3 4 |}
| Supervisory Panel | WP | Each elevator's status and operation can be remotely monitored through a panel installed in a building's supervisory room, etc. | 1 2 3 4 |}

 keeper: 1. the floor that the car is currently on; 2. the next floor that the car will go to; 3. the opposite direction of the floor that the car will go to. | 1 2 3 4 |}
| Operation by Emergency Power Source | OPSP | Upon power failure, predetermined car(s) uses the building's emergency power source to move to a specified floor, where the doors then open to facilitate the safe evacuation of passengers. After all cars have arrived, predetermined cars resume normal operation. | 1 2 3 4 |}

DOOR OPERATIONS AND FEATURES

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| Automatic Door-open Time Adjustment | DOT | The time doors are open will automatically be adjusted depending on whether the stop was called from the floor or the car, to allow smooth boarding of passengers or loading of baggage. | 1 2 3 4 |}
| Automatic Door Speed Control | DSC | Door speed on each floor, which can depend on the type of hall doors, is monitored to adjust the door speed, thereby making the door speed consistent throughout all floors. (Cannot be used with some doors.) | 1 2 3 4 |}
| Door Load Detector | DLD | When excessive door load has been detected while opening or closing, the doors immediately reverse. | 1 2 3 4 |}
| Door Nudging Feature — Automatic | NDA | A buzzer sounds and the doors slowly close when they have remained open for longer than the preset period. With the MELD for MELD-Elevators, a beep and visual guidance sound instead of the buzzer. | 1 2 3 4 |}
| Door Sensor Self-diagnosis | DDSA | 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. | 1 2 3 4 |}
| Electronic Doorman | EDM | Door open time is minimized using the SR or Multi-beam Door Sensor feature that detects movement of passengers, thereby facilitating smooth boarding and unloading of passengers and baggage, etc.) | 1 2 3 4 |}
| Extended Door-open Time Adjustment | EDOT | When the button inside a car is pressed, the doors will remain open longer to allow full unloading of cargo or baggage. | 1 2 3 4 |}
| Multi-beam Door Sensor | MBD | Multiple infrared light beams cover some height of the doors to detect objects or as objects as the doors close. | 1 2 3 4 |}
| Reopen with Hall Button | RHOB | Closing doors can be reopened by pressing the hall button corresponding to the traveling direction of the car. | 1 2 3 4 |}
| 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. | 1 2 3 4 |}

OPERATIONAL AND SERVICE FEATURES

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| Apartment Service | MES | In residential buildings, to reduce passenger waiting time, the floor where elevators wait on standby can be specified for those crowded floors but also the operational status of each car and the traffic on each floor. | 1 2 3 4 |}
| 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. | 1 2 3 4 |}
| Automatic Bypass | ABP | A fully loaded car bypasses hall calls in order to maintain maximum operational efficiency. | 1 2 3 4 |}
| Automatic Half 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. | 1 2 3 4 |}

OPERATIONAL AND SERVICE FEATURES (Continued from the previous page.)

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| Backup Operation for Group Control Microprocessor | GCB | An operation by car controllers which automatically elevates operator in the event that a microprocessor or transmission line in the group controller has failed. | 1 2 3 4 |}
| 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. | 1 2 3 4 |}
| Car Fan Shut Off — Automatic | CFOS-A | If there are no calls for a specified period, the car ventilation fan will automatically turn off to conserve energy. | 1 2 3 4 |}
| Car Light Shut Off — Automatic | CSL-A | If there are no calls for a specified period, the car lighting will automatically turn off to conserve energy. | 1 2 3 4 |}
| Continuity of Service | COS | A car which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance. | 1 2 3 4 |}
| False Call Canceling — Automatic | FCA-A | If the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops. | 1 2 3 4 |}
| False Call Canceling — Car Button Type | FCC-A | If a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice. | 1 2 3 4 |}
| Going-out Service | GOS | When passengers press the down button in the hall of the floor they want, the car that answers the call automatically travels down to a predetermined floor without any button in the car being pressed. | 1 2 3 4 |}
| 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. | 1 2 3 4 |}
| Next Landing | NNL | 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 open. | 1 2 3 4 |}
| Non-service to Specific Floors — Car Button Type | NSF-CB | To enhance security, service to specific floors can be disabled using the car operating panel. This function is automatically deactivated during emergency operation. | 1 2 3 4 |}
| Non-service to Specific Floors — Switch/Timer Type | NFS-ST | To enhance security, service to specific floors can be disabled using a manual or timer switch. This function is automatically deactivated during emergency operation. | 1 2 3 4 |}
| Out-of-service by Hall Key Switch | HOS | 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. | 1 2 3 4 |}
| Out-of-service-remote | OSR | 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. | 1 2 3 4 |}
| 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. | 1 2 3 4 |}
| Regenerative Converter | FCP | For energy conservation, power regenerated by a traction machine can be used by other electrical systems in the building. | 1 2 3 4 |}
| Return Operation | RET | Automatic 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. | 1 2 3 4 |}
| Safe Landing | SLF | 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 slow speed and the doors will open. | 1 2 3 4 |}
| Secret Call Service | SCSC-SC | To enhance security, calls for desired floors can be registered only by entering secret codes using the buttons on the car operating panel. This function is automatically deactivated during emergency operation. | 1 2 3 4 |}

GROUP CONTROL FEATURES

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| Bank-Regeneration Operation | BSO | Half 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 2 3 4 |}
| Car Allocation Timing | CAT | The number of cars allocated or parked on crowded floors is controlled not just according to the conditions in these crowded floors but also the operational status of each car and the traffic on each floor. | 1 2 3 4 |}
| Car Travel Time Evaluation | CTE | 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. | 1 2 3 4 |}
| Closest-car Priority Service | CNSP | 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.) | 1 2 3 4 |}
**Features**

**GROUP CONTROL FEATURES (Continued from the previous page.)**

**COOPERATIVE OPTIMIZATION**
- **Achieved Rate of Response**
- **Enhanced Squad Coordination**
- **Improved Flexibility**
- **Enhanced Energy Efficiency**

**Destination Oriented Allocation System**
- **Optimized Allocation**
- **Efficient Response**

**Long-Term Service**
- **Extended Coverage**
- **Enhanced Reliability**

**Passenger Service with Basements**
- **Improved Accessibility**
- **Enhanced Comfort**

**Traffic Control by Special Cars**
- **Selective Allocation**
- **Improved Efficiency**

**Expert System and Fuzzy Logic**
- **Adaptive Control**
- **Enhanced Response**

**Dynamic Rule-set**
- **Flexible Operations**
- **Optimized Performance**

**Energy-saving Operation**
- **Optimal Allocation**
- **Reduced Energy Consumption**

**FORCED FLOOR STOP**
- **Emergency Response**
- **Safety Measures**

**Intense Up Peak**
- **Enhanced Response**
- **Optimized Allocation**

**Light Load Car Priority Service**
- **Efficient Allocation**
- **Enhanced Service Quality**

**Lunchtime Service**
- **Optimized Allocation**
- **Enhanced Efficiency**

**Main Floor Changeover Operation**
- **Efficient Allocation**
- **Enhanced Convenience**

**Main Floor Parking**
- **Optimized Allocation**
- **Enhanced Efficiency**

**Peak Traffic Control**
- **Efficient Allocation**
- **Enhanced Service Quality**

**Psychological Waiting Time Evaluation**
- **Enhanced Comfort**
- **Optimized Experience**

**Special Car Priority Service**
- **Selective Allocation**
- **Enhanced Efficiency**

**Special Floor Priority Service**
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**Strategic Overall Spotting**
- **Optimized Allocation**
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**Up Peak Service**
- **Efficient Allocation**
- **Enhanced Service Quality**

**VIP Operation**
- **Selective Allocation**
- **Enhanced Service Quality**

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**Work Not Included in Elevator Contract**

- **1.** Finishing of walls and floors of elevator halls after installation of elevator hall fittings.
- **2.** Installing intermediate beams (where existing ones cannot be used).
- **3.** Drilling holes for jamb and transom panels, hall indicators, hall buttons, etc., in the entrance halls on each floor (where existing ones cannot be used).
- **4.** Installing steel backing plates for the jamb 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).
- **5.** Installing fasteners for the mounting of all 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.

**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.

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**Notes:**
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State-of-the-Art Factories... For the Environment. For Product Quality.

Mitsubishi Electric elevators and escalators are currently operating in approximately 90 countries around the globe. Built placing priority on safety first, our elevators, escalators and building system products are renowned for their excellent efficiency, energy savings and comfort. The technologies and skills cultivated at the Inazawa Works and 13 overseas manufacturing factories are utilized in a global network that provides sales, installation and maintenance in support of improving and improving product quality.

As a means of contributing to the realization of a sustainable society, we consciously consider the environment in business operations, proactively work to realize a low-carbon, recycling-based society, and promote the preservation of biodiversity.

ISO9001/14001 certification

Our manufacturing sites have acquired ISO 9001 certification for quality management system and ISO 14001 certification for environmental management system from accredited certification bodies as below.

Mitsubishi Electric Corporation Inazawa Works

ISO 9001
BUREAU VERITAS
Certification

ISO 14001
JACOB
UKAS MANAGEMENT SYSTEMS
Certification

Taiwan Mitsubishi Elevator Co., Ltd.

ISO 9001
BSMI
Certification

ISO 14001
BSMI
Certification

Mitsubishi Elevator Asia Co., Ltd.

ISO 9001
BUREAU VERITAS
Certification

ISO 14001
BUREAU VERITAS
Certification

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.