

ELEVATORS FEATURES *Please consult our local agent for details.

Emergency operations and features

Feature	Abbreviation	Description
Building Management System-GateWay	BMS-GW	Each elevator's status and operation can be monitored and controlled using a building management system which manages various facilities in the building via the interface for the elevator system.
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.
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.)
Emergency Car Lighting (Rechargeable Battery Type)	ECL-C	Car lighting which turns on immediately when power fails to provide a minimum level of lighting within the car.
Fire Emergency Return	FER	Upon activation of a key switch or a building's fire alarm, 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 firefighting and rescue operation.
MelEye Mitsubishi Elevators & Escalators Monitoring and Control System	WP-W	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.
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 differs depending on the model.)
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 cars resume normal operation.
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.

The features are listed in alphabetical order.

Door operation features

Feature	Abbreviation	Description
Automatic Door Closing (Only 1BF)	ADC	The doors are automatically closed after a predetermined time (std. 1min.) from full opening. The buzzer will continue to ring from 8 sec. before closure until the doors are fully closed.
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.
Automatic Door Speed Control	DSAC	Door load 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.
Door Load Detector	DLD	When excessive door load has been detected while opening or closing, the doors immediately reverse.
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 the AAN-B or AAN-G feature, a beep and voice guidance sound instead of the buzzer.
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.
Electronic Doorman	EDM	Door open time is minimized using the SR or Multi-beam Door Sensor feature that detects passengers boarding or exiting.
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.
Hall Motion Sensor	HMS	Infrared-light is used to scan a 3D area near the open doors to detect passengers or objects.
Multi-beam Door Sensor	---	Multiple infrared-light beams cover some height of the doors 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 some height of the doors to detect passengers or objects as the doors close. Additionally, LED lights on the door edge will 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.)
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.
Safety Door Edge	SDE	The sensitive door edge detects passengers or objects during door closing. (Cannot be combined with the MBSS feature)
Safety Ray	SR	One or two infrared-light beams cover the full width of the doors as they close to detect passengers or objects. (Cannot be combined with the Multi-beam Door Sensor or MBSS feature.)

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Operational and service features (1/2)

Feature	Abbreviation	Description
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.
Automatic Bypass	ABP	A fully-loaded car bypasses hall calls in order to maintain maximum operational efficiency.
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.
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.
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.
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.
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.
Continuity of Service	COS	A car which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance.
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.
False Call Canceling — Car Button Type	FCC-P	If a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.
High Accuracy Landing Feature	HARL	The car landing level is adjusted to a high level of precision in order to ensure a landing accuracy of ±5mm under any conditions.
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.
Motor Drive Mix	MDX	The rate of car acceleration and deceleration is automatically increased according to the car load to reduce passenger waiting and travel time.
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 open.

The features are listed in alphabetical order.

Operational and service features (2/2)

Feature	Abbreviation	Description
Non-service Temporary Release for Car Call — Card Reader Type	NSCR-C	To enhance security, car calls for desired floors can be registered only by placing a card over a card reader. This function is automatically deactivated during emergency operation.
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.
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.
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.
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.
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.
Regenerative Converter	PCNV	For energy conservation, power regenerated by a traction machine can be used by other electrical systems in the building.
Return Operation	RET	Using a key switch on the supervisory panel etc., 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.
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.
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.
Variable Traveling Speed Elevator System	VSE	According to the number of passengers in the car, the car travels faster than the rated speed.

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Group control features (2/3)

Feature	Abbreviation	Description
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.
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.
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.
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.)
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.
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.
Destination Oriented Allocation System	DOAS	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 waiting and traveling time.
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 for the LTS, UPS feature, etc. is selected or canceled accordingly at the appropriate time.
Down Peak Service	DPS	Controls the number of cars to be allocated and the timing of car allocation in order to meet increased demands for downward travel during office leaving time, hotel check-out time, etc. to minimize passenger waiting time.

The features are listed in alphabetical order.

Group control features (2/3)

Feature	Abbreviation	Description
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.
Elevator and Security System Interface	EL-SCA /EL-SC	Personal authentication by building's security devices can trigger predetermined elevator operation such as permission of access to private floors, registration of a hall call and destination floor and VIP operation.
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.
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.
Energy-saving Operation — Power Reduction during Off-peak	ESO-A	To save energy, some elevators are automatically put into sleep mode if there are no calls for a specified period.
Energy-saving Operation — Speed Control	ESO-V	To save energy, the car speed is automatically reduced to some extent, but not so much that it adversely affects passenger waiting time.
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.
Forced Floor Stop	FFS	All cars in a bank automatically make a stop at a predetermined floor on every trip without being called.
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.
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.)
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.

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Group control features (3/3)

Feature	Abbreviation	Description
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.
Main Floor Parking	MFP	An available car always parks on the main (lobby) floor with the doors open (or closed only in China).
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.
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.
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.)
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.)
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.
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 starting time, hotel check-in time, etc., and minimize passenger waiting time.
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 then responds only to car calls.

The features are listed in alphabetical order.

Signal and display features

Feature	Abbreviation	Description
Auxiliary Car Operating Panel	ACS	An additional car control panel which can be installed for large-capacity elevators, heavy-traffic elevators, etc.
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. (Available in limited languages.)
Car Arrival Chime	AECC (car) AECH (hall)	Electronic chimes sound to indicate that a car will soon arrive. (The chimes are mounted either on Car Arrival Chime the top and bottom of the car, or in each hall.)
Car Information Display	CID	This LCD (10.4- or 15-inch) for car front return panels shows the date and time, car position, travel direction and elevator status messages. In addition, customized video images can be displayed in full-screen or partial-screen formats.
Car LCD Position Indicator	CID-S	This 5.7-inch LCD for car operating panels shows the date and time, car position, travel direction and elevator status messages.
Flashing Hall Lantern	FHL	A hall lantern, which corresponds to a car's service direction, flashes to indicate that the car will soon arrive.
Hall Information Display	HID	This LCD (10.4- or 15-inch) for elevator halls shows the date and time, car position, travel direction and elevator status messages. In addition, customized video images can be displayed in full-screen or partial-screen formats.
Hall LCD Position Indicator	HID-S	This 5.7-inch LCD for elevator halls shows the date and time, car position, travel direction and elevator status messages.
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.
Intercommunication System	ITP	A system which allows communication between passengers inside a car and the building personnel.
Second Car Prediction	TCP	When a hall is crowded to the extent that one car cannot accommodate all waiting passengers, the hall lantern of the next car to serve the hall will light up.
Sonic Car Button — Click Type	ACB	A click-type car button which emits electronic beep sounds when pressed to indicate that the call has been registered.
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.

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