



PASSENGER ELEVATORS (HIGH-SPEED STANDARD-TYPE)





Package R

NexWay-S

Package R

At higher speed For higher buildings With ideal space design

Principle

Based on our policy, "Quality in Motion", we provide elevators and escalators that will satisfy our customers with high levels of comfort, efficiency, ecology and safety.

Our elevators, escalators and building management systems are always evolving, helping achieve our goal of being the No.1 brand in quality. In order to satisfy customers in all aspects of comfort, efficiency and safety while realizing a sustainable society, quality must be of the highest level in all products and business activities, while priority is place on consideration for the environment. As the times change, we promise to utilize the collective strengths of its advanced and environmental technologies to offer its customers safe and reliable products while contributing to society.



We strive to be green in all of our business activities.

We take every action to reduce environmental burden during each process of our elevators' and escalators' lifecycle.



Safety

High-rise residential buildings are increasing rapidly in emerging nations where high speed elevators are expected. Swiftly responding to the trend of the times, we have concentrated its technologies to develop a new elevator using the most compact devices possible while drawing on the capabilities of the conventional NexWay-S! This includes keeping the footprint of the machine room housing these devices to a bare minimum!



Efficiency / Ecol

Car Design

Car Operating P

Interior

Entrance Desig

Hall Fixtures

Basic Specifica

Features

Important Info

* Quality in Motion is a trademark of Mitsubishi Electric Corporation.

Smaller machine room

Minimizing increase in machine room size from the conventional NexWay-S -Requiring less machine room space than the custom-type high-speed elevator NexWay.

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Application



Efficiency

Group Control Systems: ΣAI-22 and ΣAI-2200C

Σ Al-22 and Σ Al-2200C control multiple elevators optimally according to the building size.





Cooperative Optimization Assignment (SAI-2200C)

Forecasts a near-future hall call to reduce long waits

When a hall call is registered, the algorithm predicts near-future calls that could require long waits. Through evaluation of the registered hall call and the forecasted call, the best car is assigned. All cars work cooperatively for optimum operation.



⊖ ··· Car call

 $riangle \cdots$ Hall call

AI-2100N [A hall call is registered at 6th Fl.] Allocates the closest car B. [Another hall call is soon registered at 11th Fl.] Allocates D, resulting in long wait of 26 sec



↑ … Traveling direction

Evening

С

ΣAI-2200C (latest) [A hall call is registered at 6th Fl.] Allocates D, which is moving upward. [Another hall call is soon registered at 11th Fl.] Allocates B, which immediately arrives at the floor

Destination Oriented Allocation System: DOAS (Optional for SAI-2200C)

--- Car

Allocates passengers to cars depending on destination floors

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 their waiting and traveling time.

Standard arrangement of hall fixtures (No hall lantern* is provided.)

Cars receive destination information from all floors to provide the best service for more complex traffic conditions throughout the day.

Note: * Hall lanterns are available as optional.

Example of hall arrangement

789



Ecology

Using Energy Wisely

Our long-term commitment to developing energy-efficient elevators has created systems and functions that make intelligent use of power.

Milestones of Energy-saving Technologies in Elevator Development

	1970	19	80			
Motor	Induction moto					
Traction machine	Worm geared					
Motor drive	AC2 control ACVV*1 control					
Control circuit	Relay		-			
Power consumption / CO ₂ emissions* ³	100%	93%	74%			
Neter						

*1: Alternative current, variable voltage

*2: Variable voltage, variable frequency

*3: CO2 emissions in this table are from elevator operation and do not include emissions from manufacturing, transportation and other processes

Devices that Use Less Energy

LED Lighting (Optional)

Used for ceiling lights and hall lanterns, LEDs boost the overall energy performance of the building. Furthermore, a long service life eliminates the need for frequent lamp replacement.



Ceiling: L2105 LED downlights (yellow-orange)

Safety

Emergency Situations

Emergency Operations

Enhance safety by adding emergency operation features which quickly respond to a power failure, fire or earthquake. (Please refer to page 15 for details.)

Denne feilinn	Mitsubishi Emergency Landing Device: MELD (Opt Upon power failure, the car automatically moves to the evacuation of passengers.
Power failure	Operation by Emergency Power Source — Automa Upon power failure, predetermined cars use the building the doors for passengers to evacuate. After all cars have
Fire	Fire Emergency Return: FER (Optional) When a key switch or the building's fire sensor is activat doors to facilitate the safe evacuation of passengers.
Fire	Firefighters' Emergency Operation: FE (Optional) When the fire operation switch is activated, the car imm only to car calls, which facilitates firefighting and rescue
Earthquake	Earthquake Emergency Return: EER-P/EER-S (Option When a primary and/or secondary wave seismic sensor the doors open to facilitate the safe evacuation of passe



Ceiling: L2	105				
	Power cons	sumption	(W)		
	LED	32.5			
	Incandescent Iamp		132		
times longer	Ар	proxima	ately 75	5% redu	ction

tional)

e nearest floor using a rechargeable battery to facilitate the safe

atic/Manual: OEPS (Optional)

g's emergency power supply to move to a specified floor and open ve arrived, the predetermined cars will resume normal operation.

ted, all cars immediately return to a specified floor and open the

nediately returns to a predetermined floor. The car then responds e operations.

ional)

r is activated, all cars stop at the nearest floor and park there with sengers.

Car Design



Walls, transom panel and doors



Application

Materials and finishes	Walls	Transom panel	Doors	Front return panels	Kickplate	Flooring	Sill
Hairline stainless-steel	Standard	Standard	Standard	Standard	Optional		
Painted steel sheet	Optional	Optional	Optional	Optional	Optional ^{*4}		
Mirror stainless-steel	Optional	Optional	Optional	Optional			
Shiny vibration stainless-steel	Optional	Optional	Optional	Optional			
Colored hairline stainless-steel	Optional	Optional			Optional		
Hairline etched stainless-steel *1	Optional	Optional	Optional				
Colored hairline etched stainless-steel *2	Optional	Optional					
Glass windows [1300(H) \times 200(W) / 1300(H) \times 300(W)] *3			Optional				
See-through doors *3			Optional				
Aluminum					Standard		
Durable vinyl tiles (2mm thick)						Standard	
Aluminum checkered plate (3mm thick)						Optional	
Rubber tile/carpet/marble/granite (supplied by customer)						Optional	
Extruded hard aluminum							Standard
Stainless-steel							Optional
Notes: 11: Etching pattern EPA-1~6 only.			-				

*2: Etching pattern EPA-1~3 only. *3: Please consult our local agents for the production terms, etc.

*4: Only available in dark gray.

Please refer to the Design Guide for details. Actual colors may differ slightly from those shown.

Car Operating Panels

For front return panel





	٨	Indicator						
В	A	Segment LED*1	Dot Matrix LED	LCD A 3 5.7-inch August 1 Setter	LCD 10.4- or 15-inch			
CBV ^{*2, 3} Round button (General) Dia. 33mm	Short panel (without service cabinet)	CBV -C760 (Main panel) CBV -C766 (Auxiliary panel)	CBV■-C770 (Main panel) CBV■-C776 (Auxiliary panel)	CBV■-C780 (Main panel) CBV■-C786 (Auxiliary panel)	N/A			
Long panel (with service cabinet)		CBV -C710 (Main panel) CBV -C716 (Auxiliary panel)	CBV -C720 (Main panel) CBV -C726 (Auxiliary panel)	CBV■-C730 (Main panel) CBV■-C736 (Auxiliary panel)	N/A			
8	Swing panel	CBV■-D710 (Main panel) CBV■-D716 (Auxiliary panel)	CBV■-D720 (Main panel) CBV■-D726 (Auxiliary panel)	CBV■-D730 (Main panel) CBV■-D736 (Auxiliary panel)	10.4-inch CBV - D740 (Main panel) CBV - D746 (Auxiliary panel) 15-inch CBV - D750 (Main panel) CBV - D756 (Auxiliary panel)			
CBU ^{*2, 3} Small square button	5	CBU■-C710 (Main panel) CBU■-C716 (Auxiliary panel)	CBU■-C720 (Main panel) CBU■-C726 (Auxiliary panel)	CBUE-C730 (Main panel) CBUE-C736 (Auxiliary panel)	N/A			
CBVF Keypad button Dia. 30mm	8	N/A	N/A	CBVF-C258	N/A			

For side wall



		٨	Indicator						
	В	A	Segment LED*1	Dot Matrix LED	L				
	CBV ^{*2, 3} Round button (General) Dia. 33mm	Full-height panel	CBV■-N710 (Main panel) CBV■-N716 (Auxiliary panel)	CBV -N720 (Main panel) CBV -N726 (Auxiliary panel)	C				
8 P		Full-height panel EN81-70 comply	CBV -N712 (Main panel) CBV -N717 (Auxiliary panel)	CBV -N722 (Main panel) CBV -N727 (Auxiliary panel)					
	CBU ^{1*2, 3} Small square button	5	CBU -N710	CBU I -N720	C				
	CBVF Keypad button Dia. 30mm	8	N/A	N/A	C				

Notes:

Please refer to Button line-up on this page. *3: Mirror stainless-steel faceplates are also available (optional).

Please refer to the Design Guide for details.





Button line-up



Interior

Entrance Design







YZ-53A 2-mirror set



YZ-55SN Full height

Handrails



YH-59S (Hairline stainless-steel)



YH-59M (Mirror stainless-steel)



YH-59G (Mirror stainless-steel)



YH-57S (Hairline stainless-steel)



Doors, transom panel and jamb								
	Jamb types							
	E-102 Narrow jamb							
	E-202 Square jamb E-302 Splayed jamb							
	E-212 Square jamb with transom panel E-312 Splayed jamb with transom panel							
Materials	and finishes							
Stainless-steel	Painted steel sheet							
	Neutral Colors							
Hairline Mirror Shiny vibration								
Hairline with etched pattern	Y033 Y004 Y071 Y002 Y055 White Beige Neutral beige Dark brown Dark gray							
■ Non-etched surface These etching patterns are not applicable to the jamb. Ш Etched surface	Cool Colors Warm Colors							
EPA-1 EPA-2 EPA-3 EPA-4 EPA-5 EPA-6	Y117 Y118 Y116 Y016 Y119 Y014							
Please refer to the etching finish pattern book, EFA1, for details.	Lime green Light grayish Blue Light brown Carrot Red-violet blue orange							

Application

Materials and finishes	Jamb	Transom panel	Doors	Sill					
Hairline stainless steel	Standard	Optional	Standard						
Painted steel sheet	Optional	Optional	Optional						
Mirror stainless-steel			Optional						
Shiny vibration stainless-steel	Optional		Optional						
Hairline etched stainless-steel		Optional	Optional						
Glass windows [1300(H) × 200(W) / 1300(H) × 300(W)]*			Optional						
See-through doors*			Optional						
Extruded hard aluminum				Standard					
Stainless-steel				Optional					

Note:

*Please consult our local agents for the production terms, etc.

Please refer to the Design Guide for details. Actual colors may differ slightly from those shown.

Hall Fixtures



Hall buttons



Button line-up

With plastic case

HBVE-A1010N *3,6 Boxless

HBV**■**-C710N^{*3,4}

HBV**■**-A1010B*3,6



4

Wiring hole

Cross-section of boxless fixtures Boxless

These hall signal fixtures can be easily mounted on the wall surface without having to cut into the wall to embed the back box.





PIH-C216 (10.4-inch)*7



PIH-C226

(15-inch)*7

Notes:



*1: Some letters of the alphabet are not available. Please consult our local agents for details. *2: Dot LED indicators are available (optional). Please consult our local agents for details. *3: The symbol 🔳 is replaced with a number representing illumination color (e.g., PIV1, PIV3, etc.).

Please refer to Button line-up on this page for illumination colors. *4: Mirror stainless-steel faceplates are also available (optional). Please consult our local agents for details.

*5: These types are applicable to EN81-70 compliant elevators only in 1C-2BC where one car

is controlled independently.

*6: These types are not applicable to elevators complying with EN81-70.

*7: Only elevators status messages are available.

Basic Specifications

Horizontal Dimensions 1-Door 1-Gate

Code number	Number of persons	Rated capacity (kg)	Door type	Counter- weight position	Car internal dimensions (mm) AAxBB	Entrance width (mm) JJ	Minimum hoistway dimensions (mm) AHxBH *1	Minimum Machine room dimensions (mm) AMxBM ^{*2}																																						
P13	13	1000	CO	Rear	1600x1400	900	2100x2160	2130x3390																																						
	P14 14 1050		<u> </u>	Poor	1800x1350	1000	2300x2110	2330x3340																																						
P14		1050	0	nedi	1600x1500	000	2100x2260	2130x3490																																						
												25	Side	1100x2100	900	1960x2510	2010x2740																													
P16	16	1200	<u> </u>		1800x1500	1000	2300x2260	2330x3490																																						
110	10	1200		CO	CO	CO	CO	CU	CO	CO	CO	CO	CO	CO	CO	CO	CO	CO	CU	CO	Rear	2000x1350		2500x2110	2530x3340																					
D17	17	1075	СО		2000x1400	1100	2500x2160	2530x3390																																						
۲1/	1/	12/5	25	Side	1200x2300	300	2060x2710	2070x2820																																						
P18	18	1350	CO	Rear	2000x1500		2500x2260	2530x3490																																						

1-Door 2-Gate

Code number	Number of persons	Rated capacity (kg)	Door type	Counter- weight position	Car internal dimensions (mm) AAxBB	Entrance width (mm) JJ	Minimum hoistway dimensions (mm) AHxBH *1	Minimum Machine room dimensions (mm) AMxBM ^{*2}
P14	14	1050	20	25 Side	1100x2100	900	1960x2754	2010x2910
P17	17	1275	23		1200x2250	1100	2060x2904	2070x2970

[Terms of the tables]

• These tables show standard specifications without the fireproof landing door and counterweight safety. Please consult our local agents for other specifications. · CO: 2-panel center opening doors, 2S: 2-panel side sliding doors.

• Minimum hoistway dimensions (AH and BH) shown in the table are after waterproofing of the pit and do not include plumb tolerance.

Note[.]

*1: The minimum hoistway dimensions (AH and BH) shown in the table above is a space for a car when two or more cars are located in the same hoistway. If only one car is located in the hoistway, the hoistway dimensions are different from those shown. Please consult our local agents for details.
*2: The space in the machine room may need to be increased depending on the layout of the equipment.

Vertical Dimensions

1-Door 1-Gate & 1-Door 2-Gate

Code number	Maximum travel (m) TR	Maximum number of stops	Rated speed (m/sec)	Minimum overhead (mm) OH	Minimum pit depth (mm) PD	Minimum machine room clear height (mm) HM	Minimum floor to floor height (mm)		
P13	P13 P14 180 P16 P17 150	100	100		3.5	5630	3270		
P16		64	4.0	6020	3540	2500*1	2600*2		
P17		150 04		3.5	5630	3270	2500 .	2000 -	
P18 150	150		4.0	6020	3540				

[Terms of the table]

• This table shows standard specifications without counterweight safety. Please consult our local agents for other specifications.

Notes:

*1: Some specifications require more than 2500mm (2700mm for P14 with car internal dimensions of 1600x1500 and P13) as a minimum machine room height.

Please consult our local agents for the appropriate machine room height. *2: Some specifications require more than 2600mm as a minimum floor height. Please consult our local agents if the floor height is less than entrance height HH + 700mm, and the elevator is 1-door 2-gate.







Dimensional information shown here conforms to EN81-20/50 2014.

Features (1/2)

Feature	Abbreviation	Description	1C to 2C 2BC	3C to 4C ΣAI-22	3C to 8C ΣAI-2200C
EMERGENCY OPERATIO	NS AND FEA	TURES			
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.	0	0	0
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.	0	0	0
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.)	S	S	S
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.	0	0	0
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 operation.	0	0	0
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.	0	0	0
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: 11meters)	0	0	0
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, the predetermined car(s) resume normal operation.	0	0	0

DOOR OPERATION FEATURES

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.	S	S	S
Door Load Detector	DLD	When excessive door load has been detected while opening or closing, the doors immediately reverse.	S	S	S
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.	S	S	S
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.	S	S	S
Electronic Doorman	EDM	Door open time is minimized using the SR or Multi-beam Door Sensor feature that detects passengers boarding or exiting.	0	0	0
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.	0	0	0
Hall Motion Sensor	HMS	Infrared-light is used to scan a 3D area near the open doors to detect passengers or objects.	0	0	0
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 feature.)	© ^{#1}	© ^{#1}	Ô
Reopen with Hall Button	ROHB	Closing doors can be reopened by pressing the hall button corresponding to the traveling direction of the car.	S	S	S
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.	S	S	S
Safety Door Edge	SDE	The sensitive door edge detects passengers or objects during door closing.	0	0	0
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 feature.)	S	S	S

OPERATIONAL AND SERVICE FEATURES

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
Automatic Bypass	ABP	A fully-loaded car bypasses hall calls in order to maintain maximum operational efficiency.	\$ ^{#2}	S	S
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.	S	S	S
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.	$\$	S	S
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.	S	S	S
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.	S	S	S
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.	S	S	S

OPERATIONAL AND SERVICE FEATURES (Continued from the previous page.) Continuity of Service COS A car which is experiencing trouble is automatically withdrawn from group control operation is maintain overall group performance. Soft Soft Elevator and Security System Interface EL-SCA Personal authentication by building's security devices can trigger predetermined elevator operation such as permission of access to private floors, automatic registration of a hall call and a destination floor, and priority service. Soft Soft False Call Canceling — AFCC-A If the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops. Soft Soft 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. Soft Soft Non-service to Specific Floors — NS-CB To enhance security, service to specific floors can be disabled using the car operation gameli. This function is automatically deactivated during emergency operation. Soft Soft Non-service to Specific Floors NS To enhance security, service to specific floors can be disabled using a manual or timer switch. This function is automatically deactivated during emergency operation. Soft Soft Non-service to Specific Floors — Soft. Time function is automatically deactivated during emergency operation.	IL LLOOC
Continuity of Service COS A car which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance. Image: Continuity of Service A car which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance. Elevator and Security System Interface EL-SCA Personal authentication by building's security devices can trigger predetermined elevator operation such as permission of access to private floors, automatic registration of a hall call and a destination floor, and priority service. Image: Content of the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops. Image: Content of the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops. Image: Content of the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops. Image: Content of the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops. Image: Content of the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops. False Call Canceling — FCC-P If a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice. Image: So	
Elevator and Security System InterfaceEL-SCA EL-SCAPersonal authentication by building's security devices can trigger predetermined elevator operation such as permission of access to private floors, automatic registration of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service.Image: Comparison of a hall call and a destination floor, and priority service floor and a destination floor, and priority service floor and a destination floor, and priority service floor and a destination floor, an	S
False Call Canceling — AutomaticFCC-AIf the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary stops.Image: Call Canceling — Car Button TypeFCC-PIf a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.Image: Call Canceling — Car Button TypeFCC-PIf a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.Image: Call Canceling — Car Button TypeFCC-PIf a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.Image: Call Canceling — Car Button TypeFCC-PIf a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.Image: Call Canceling — Car Button TypeFCC-PIf a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.Image: Call Canceling — Car Button TypeFCC-PIf a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.Image: Call Canceling — Car Button TypeImage: Call Canceling — Car Button TypeFCC-PIf 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.Image: Call Canceling — Can Button TypeImage: Call Call — Can Button Type	0
False Call Canceling — Car Button TypeFCC-PIf a wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.Image: Call Canceling — Car Button TypeImage: Call Canceling — Can Button Type <thimage: call="" canceling="" —<br=""></thimage:> Can	S
Independent ServiceINDExclusive operation where a car is withdrawn from group control operation for independent use, such as maintenance or repair, and responds only to car calls.Image: Second car callsImage: Second car calls	0
Next LandingNXLIf 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.Image: Close cl	S
Non-service to Specific Floors — Car Button TypeNS-CBTo enhance security, service to specific floors can be disabled using the car operating panel. This function is automatically deactivated during emergency operation.Image: Comparison of the car operating panel. Image: Car Button TypeNon-service to Specific Floors — Switch/Timer TypeNS NS-TTo enhance security, service to specific floors can be disabled using a manual or timer switch. This function is automatically deactivated during emergency operation.Image: Comparison of the car operating panel.Non-service Temporary Release for Car Call — Card Reader TypeNSCR-CTo 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.Image: Comparison of the car operating panel.	S
Non-service to Specific Floors — Switch/Timer TypeNS NS-TTo enhance security, service to specific floors can be disabled using a manual or timer switch. This function is automatically deactivated during emergency operation.Image: Comparison of the text of tex	0
Non-service Temporary Release for Car Call — Card Reader Type	0
	0
Out-of-service by Hall Key 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. Image: Comparison of the taken out of service temporarily Image: Comparison of the taken out of the taken out of service temporarily	0
Out-of-service — RCS With a key switch on the MelEye, etc., a car can be called to a specified floor after responding to all car calls, and then automatically be taken out of service. Image: Comparison of the service of the servic	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. Image: Comparison open and the car will not leave that floor until enough passengers exit the car.	S
Regenerative Converter PCNV For energy conservation, power regenerated by a traction machine can be used by other electrical systems in the building. Image: Conservation of the system of the s	S
Return OperationRETUsing a key switch, 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 callsImage: Control operationImage: Control operation <t< td=""><td>0</td></t<>	0
Rope Replacement Alarm RRA This self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement timing has approached. Image: Comparison of the self-diagnosis function gives an alert when rope replacement times function gives an alert wh	S
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. Image: Second se	S
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. Image: Code 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 Image: Code 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 Image: Code 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 Image: Code 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 Image: Code 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 Image: Code 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 Image: Code 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 Image: Code security car calls for desired floors can be registered on the car operating panel. This function is automatically Image: Code security car calls for desired floors can be registered on the car operating panel. This function is automatically Image: Code security car calls for desecurity car call floors can be registered on	0

GROUP CONTROL FEATURES

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.	O ^{†, #4}	0	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.)	—	© ^{#4}	0
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.	—	0	0
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.	_	_	© ^{#5}
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.	_	O	0
Elevator Call System with Smartphone	ELCS-SP	Users can call an elevator remotely by accessing a dedicated website with a smartphone. By eliminating the need to touch a call button in the elevator lobby or car, the system provides increased convenience and comfort to users.	© ^{#4}	© ^{#4}	© ^{#4}
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.	© ^{†,#4}	0	S
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
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

Features (2/2)

Feature	Abbreviation	Description	1C to 2C 2BC	3C to 4C ΣAI-22	3C to 8C ΣΑΙ-22000
GROUP CONTROL FEAT	URES (Conti	nued from the previous page.)			
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.)	-	© ^{#4}	0
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.	_	0	0
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.	0	0	0
Main Floor Parking	MFP	An available car always parks on the main (lobby) floor with the doors open.	0	0	0
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.)	-	© ^{#4}	0
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.)	-	© ^{#4}	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 demands for upward travel from the lobby floor during office starting time, hotel check-in time, etc., and minimize passenger waiting time.	-	0	0
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.	© ^{†,#4}	0	0

■ SIGNAL AND DISPLAY FEATURES

Auxiliary Car Operating Panel	ACS	An additional car control panel which can be installed for large-capacity elevators, heavy-traffic elevators, etc.	0	0	0
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.)	S	S	S
Car Arrival Chimo	AECC (car)	Electronic chimes sound to indicate that a car will soon arrive. (The chimes are mounted	0	0	— #6
Car Aniva Chime	AECH (hall)	either on the top and bottom of the car, or in each hall.)	0	0	S
Car Information Display	CID	This 10.4- or 15-inch LCD for car front return panels shows the date and time, car position, travel direction and elevator status messages. * Please consult our local agents if you would like to display a video or a slideshow of still images on the screen.	0	0	0
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.	0	0	0
Flashing Hall Lantern	FHL	A hall lantern, which corresponds to a car's service direction, flashes to indicate that the car will soon arrive.	0	0	S
Hall Information Display	HID	This 10.4- or 15-inch LCD for elevator halls shows the date and time, car position, travel direction and elevator status messages. * Please consult our local agents if you would like to display a video or a slideshow of still images on the screen.	0	0	
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.	0	0	_
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.	_	_	O
Intercommunication System	ITP	A system which allows communication between passengers inside a car and the building personnel.	© ^{#1}	© ^{#1}	© ^{#1}
Second Car Prediction	ТСР	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.	_	_	0
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.	©#7	©#7	© ^{#7}
Sonic Hall Button — Click Type	AHC	A click-type hall button which emits electronic beep sounds when pressed to indicate that the call has been registered.	©#7	© ^{#7}	© ^{#7}
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.	0	0	0

Notes: 1C-2BC (1-car selective collective) - Standard, 2C-2BC (2-car group control system) - Optional,

ΣAI-22 (3- to 4-car group control system) - Optional, ΣAI-2200C (3- to 8-car group control system) - Optional

(S) = Standard (O) = Optional \dagger = Not applicable to 1C-2BC — = Not applicable

#1: Standard for EN81-20/50.

#2: Optional when the operation system is 1C-2BC.

#3: When 2C-2BC, please consult our local agents.

#4: Please consult our local agents for the production terms, etc.

#5: The DOAS cannot be combined with some features. Please refer to the Σ Al-2200C brochure for those features.

#6: Standard when DOAS is requested.

#7: Standard for EN81-70.

Important Information on Elevator Planning

Work Not Included in Elevator Contract

The following items are excluded from our elevator installation work. Their conditions and other details are to be conformed to the statement of local laws or our requirements on the responsibility of the building owner or general contractor. • Construction of the elevator machine room with proper beams and slabs, equipped with a lock, complete with illumination, ventilation and waterproofing.

- Access to the elevator machine room sufficient to allow passage of the control panel and traction machine.
- Architectural finishing of the machine room floor, and the walls and floors in the vicinity of the entrance hall after installation has been completed.
- Construction of an illuminated, ventilated and waterproofed hoistway.
- The provision of a ladder to the elevator pit (if applicable).
- The provision of openings and supporting members as required for equipment installation.
- The provision of separate beams when the hoistway dimensions markedly exceed the specifications, and intermediate beams and separator partitions
- when two or more elevators are installed.
- All other work related to building construction.
- The provision of the main power and power for illumination, and their electrical switch boxes in the machine room, and laying of the wiring from the electrical room
- The provision of outlets and laying of the wiring in the machine room and the hoistway, plus the power from the electrical switch box.
- The laying of conduits and wiring between the elevator pit and the terminating point for the devices installed outside the hoistway, such as the emergency bell, intercom, monitoring and security devices.
- The power consumed in installation work and test operations.
- All the necessary building materials for grouting in of brackets, bolts, etc. • The test provision and subsequent alteration as required, and eventual removal of the scaffolding as required by the elevator contractor, and any other
- protection of the work as may be required during the process.

• The provision of a suitable, locked space for the storage of elevator equipment and tools during elevator installation. • The security system, such as a card reader, connected to our elevator controller, when supplied by the building owner or general contractor. Note: Work responsibilities in installation and construction shall be determined according to local laws.

Elevator Site Requirements

- The temperature of the machine room and elevator hoistway shall be below 40°C.
- The following conditions are required for maintaining elevator performance. a. The relative humidity shall be below 90% on a monthly average and below 95% on a daily average.
- c. The machine room and the elevator hoistway shall be finished with mortar or other materials so as to prevent concrete dust.
- Voltage fluctuation shall be within a range of +5% to -10%.

Ordering Information

Please include the following information when ordering or requesting estimates:

- The desired number of units, speed and loading capacity.
- The number of stops or number of floors to be served.
- The total elevator travel and each floor-to-floor height.
- Operation system.
- Selected design and size of car.
- Entrance design.
- Signal equipment.
- A sketch of the part of the building where the elevators are to be installed.
- The voltage, number of phases, and frequency of the power source for the motor and lighting.

• The provision of an emergency exit door, inspection door and pit access door, when required, and access to the doors.

b. Prevention against icing and condensation occurring due to a rapid drop in the temperature shall be provided in the machine room and elevator hoistway.



State-of-the-Art Factories... For the Environment. For Product Quality.

Our elevators and escalators are currently operating in approximately 90 countries around the globe. Built placing priority on safety, 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 Building Systems Works in Japan and 12 global manufacturing factories are utilized in a worldwide network that provides sales, installation and maintenance in support of maintaining 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

Mitsubishi Elevator Asia Co., Ltd. has acquired ISO 9001 certification from the International Organization for Standardization based on a review of quality management. The plant has also acquired environmental management system standard ISO 14001 certification.



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www.MitsubishiElectric.com/elevator

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



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