

# ADVANCED FUNCTIONS

For COMFORT, CONVENIENCE and SAFETY

## Standard Features

Feature	Description
<b>Operation system</b>	
1C-2BC	1-Car Selective Collective
<b>Door system</b>	
CO	2-panel center opening
<b>Operational Features</b>	
Car call canceling (CCC)	When a car stops to the final car call, the system automatically checks and clears the remaining calls behind the car from memory.
Continuity of service (COS)	A car experiencing trouble is automatically withdrawn from group operation to protect overall group performance.
Automatic hall call registration (FSAT)	If a car cannot carry all waiting passengers because it is full, another car is automatically despatched for the remainder.
Backup operation for group control microprocessor (GCBK)*	The backup function prevents the loss of group control due to a microprocessor or transmission line failure.
Next landing (NLX)	If the elevator doors cannot open fully at the destination floor for any reason, the doors will close and the elevator proceed to the next floor.
Overload holding stop (OLH)	The elevator buzzer rings to indicate the car is overloaded.
Power-on releveling (PORL)	If a car stops at a door zone due to a failure with normal power, the car will relevel to secure the floor level with the doors open after normal power is resumed.
Safe landing (SFL)	If there is a malfunction and the elevator stops between floors, the controller performs a diagnostic check before moving the elevator to the nearest floor.
<b>Service Features</b>	
Independent service (IND)	A car can be isolated from group service and used without interruption using the button combination or the override switch in the car operating panel.
<b>Group Control Features</b>	
Peak traffic control (PTC)*	To alleviate temporary traffic congestion, cars are automatically assigned (in preferential order) to floors with the heaviest traffic.
Strategic overall spotting (SOHS)*	After servicing all car and hall calls, the system forecasts demand and assigns cars accordingly.
<b>Features for Comfort and Convenience</b>	
Door load detector (DLD)	If the doors cannot open or close properly, the door direction is reversed.
Door sensor self-diagnosis (DODA)	If a non-contact door sensor fails, the system automatically determines the door closing timing to maintain the elevator service.
Auto door-open time adjustment (DOT)	Door opening times are automatically adjusted according to whether the stop was called from the floor or the car.
Auto door speed control (DSAC)	The system monitors the actual door load conditions at each floor and automatically adjusts door speed and torque accordingly.
Door nudging feature - without buzzer (KNDG)	If the doors remain open longer than the preset period, a temporary override automatically closes the doors.
Repeated door close (RDC)	Should an obstacle prevent the doors closing, the doors will repeatedly open and close until the object is removed.
Reopen with hall button (ROHB)	While the doors are closing, they can be reopened by pressing the hall button.
Safety ray (SR)	An infrared-light beam covers the full width of the door as it opens or closes to detect passengers or objects. (Cannot be used with Multi-beam door sensor)
<b>Signal and Display Features</b>	
Click-type car/hall call buttons (CBE/PIE)	For the convenience of visually impaired passengers, soft-click touch and tactile buttons are standard.
Interphone (ITP)	Intercom allows passengers to contact building personnel.

Note  
1. Features marked with an \* are not available for 1C-2BC operation.

## Optional Features

Feature	Description
<b>Operation system</b>	
ΣAI-22	2-4 car group control ΣAI-22 system
<b>Door system</b>	
2S	2-panel side opening
<b>Operational Features</b>	
Automatic bypass (ABP)*	A full car will bypass hall cars in order to maintain maximum operating efficiency.
Car fan shut off - automatic (CFO-A)	If there is no call within a preset time period, the car fan is automatically shut off to conserve energy.
Car light shut off - automatic (CLO-A)	If there is no call within a preset time period, the car light is automatically shut off to conserve energy.
False call cancel - automatic (FCC-A)	If the number of car calls registered does not match the car load, all calls are canceled to avoid unnecessary stops.
Landing Open (LO)	When a car lands at a hall, the car will start its doors opening after the car prepares for landing.
<b>Service Features</b>	
Attendant service (AS)	Operation mode is switchable between fully automatic and attendant service using an override switch in the car operating panel.
Car call erase (FCC-P)	If the wrong floor button is pressed, it can be canceled by pressing the same button again.
Hall call erase (FHC-P)	If the hall call button is pressed in error, it can be canceled by pressing the same button again.
Hall out of service (HOS)	A given number of cars can be taken out of service for maintenance or to save power, via a key switch installed at a specified floor.
Non-service to specific floor - car-button type (NS-CB)	Service to specific floors can be suspended by locking floor buttons on the car operating panel.
Non-service to specific floor - switch/timer type (NS/NS-T)	Service to specific floors can be suspended by a manual or clock-operated switch.
Remote-control car stop (RCS)	With a key switch or MELMOS instruction, a car can be called to a specified floor (on completion of service) and automatically withdrawn from service.
Secret call service (SCS-B)	Car buttons can be locked and accessed only by entering a secret code in the car operating panel.

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Feature	Description
<b>Group Control Features</b>	
<b>Bank-separation operation (BSO)*/**</b>	The hall buttons can be divided into groups for independent group control to serve special needs or different floors.
<b>Closest-car priority service (CNPS)*/**</b>	With a bank of elevators, the car in the elevator shaft closest to the call button pressed will respond preferentially.
<b>Energy saving operation (ESO-N)*/**</b>	When traffic eases, the system reduces the numbers of cars in service to save energy.
<b>Forced floor stop (FFS)</b>	Each car in the elevator bank will stop at a specified floor on every trip - without being called.
<b>Main floor parking (MFP)</b>	An available car will park at the main floor with the doors open.
<b>Special-car priority service (SCPS)*/**</b>	Assigns priority to special cars (e.g., observation elevators) in the group control system.
<b>Special-floor priority service (SFPS)*/**</b>	Provides preferential car service to a specified floor (e.g., VIP rooms) when a hall call is made from that floor.
<b>Main floor changeover operation (TFS)*/**</b>	The designated main floor can be changed by manual switch or clock operation to suit buildings with alternating main floors.
<b>Light-load car priority service (UCPS)*/**</b>	When traffic is light, empty or light-load cars will be given priority over full cars to minimize passengers' travel time.
<b>Features for Comfort and Convenience</b>	
<b>Extended door-open button (DKO-TB)</b>	This car button keeps the doors open for an extended period to allow loading of materials, etc.
<b>Electronic doorman (EDM)</b>	Used with Safety ray or Multi beam door sensor to monitor passengers boarding and exiting. Uses that data to keep door-open time to a minimum.
<b>Safety door edge (SDE)</b>	The sensitive mechanical door edges detect passengers or objects upon contact during door closing.
<b>Safety ray (SR)</b>	Two infrared-light beams cover the full width of the door as it opens or closes to detect passengers or objects. (Cannot be used with Multi-beam door sensor.)
<b>Ultrasonic door sensor (USDS)</b>	Sound waves are used to scan a 3D area near the open doors to detect passengers boarding or obstructions.
<b>Multi-beam door sensor</b>	Multiple infrared-light beams cover the full height of the doors as they close to detect passengers or objects. (Cannot be used with SR.)
<b>3D multi-beam door sensor</b>	Multiple infrared-light beams cover the full height of the doors as they close to detect passengers or objects. The 3D sensor can also monitor the hall by expanding multiple infrared-light beams. (Cannot be used with SR.)
<b>Signal and Display Features</b>	
<b>Attentive announcement (AAN-B)</b>	A synthesized voice instructs passengers in cases when normal operation is interrupted. (English only)*3
<b>Voice guidance system (AAN-G)</b>	A synthesized voice instructs passengers on the current status, floor number, etc. (English only)*3
<b>Car arrival chime - car (AECC)</b>	Electronic chimes sound in the car to indicate the car's arrival at the hall. (The chime is mounted on the top and bottom of the car.)
<b>Car arrival chime - hall (AECH)</b>	Electronic chimes sound in the hall to indicate the car's arrival. (The chime is mounted on each floor.)
<b>Flashing hall lantern (FHL)</b>	Hall lanterns flash to indicate the car's arrival and its service direction.
<b>Immediate prediction indication (AIL)</b>	Once a passenger has registered a hall call, the ideal car to respond is selected, and the hall lantern lights and a chime sounds once to indicate which door will open.

### Notes

1. Features marked with an \* are not available for IC-2BC operation.
2. When inquiring about or ordering features marked \*\* please consult our local subcontractor for production term, etc.
3. Please consult our local subcontractor for languages other than English.

## Optional Features

Feature	Description
<b>Emergency operations</b>	
<b>Emergency car lighting (ECL)</b>	Turns on immediately when power fails, and provides a minimum level of illumination within the car.
<b>Earthquake emergency return (EER-P)</b>	On activation of the primary seismic wave sensors, all cars will stop promptly at the next floor and park there with the doors open.
<b>Earthquake emergency return (EER-S)</b>	On activation of the secondary seismic wave sensors, all cars will stop promptly at the next floor and park there with the doors open.
<b>Fireman's emergency operation (FE)</b>	When the fireman's switch is activated during a fire, all calls are canceled and the designated car returns immediately to a specified floor. To facilitate rescue, the car responds only to car calls. (Requires approval by local authority.)
<b>Fire emergency return (FER)</b>	On activation of a key switch on the supervisory panel (option), or the building's fire sensors, all calls are canceled and all cars immediately return to a specified floor and park there with the doors open.
<b>Mitsubishi emergency landing device (MELD)</b>	In a power failure, the elevator's own rechargeable battery moves the car to the nearest floor. (Applicable when the distance between floors is less than 10m.)
<b>Mitsubishi elevator monitoring and control system (MeEye)</b>	This system uses a powerful PC to monitor the elevator operations and conditions, and provides operation commands as necessary.
<b>Operation by emergency power source - Auto/Manual (OEPS)</b>	In a power failure, preset cars are automatically called to a specified floor in sequence using the building's emergency power source. Once all cars have arrived at the floor, the designated elevators can operate normally.
<b>Supervisory panel (WP)</b>	This panel monitors elevator operation and controls emergency operations from the building's control room. Position indicators and direction lights are also available.