

Table of Features (optional)



Feature	Description	28C	ΣAI-22	ΣAI-2200
■ OPERATIONAL AND SERVICE FEATURES				
Car Call Erase (FCC-P)	If the wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.	○	○	○
Out-of-Service-Remote (RCS)	With a key switch on the Supervisory Control 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.	○	○	○
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 control panel. This function is automatically deactivated during Emergency Operations.	○	○	○
Non-Service to Specific Floors — Car Button Type (NS-CB)	Service to specific floors can be suspended by locking floor buttons on the car operating panel. (During an emergency, service floor selection is halted.)	○	○	○
Non-Service to Specific Floors — Switch/Timer Type (NS/NS-T)	To enhance security, service to desired floors can be set to disable using a manual or timer switch. This function is automatically deactivated during Emergency Operations.	○	○	○
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.	○	○	○
Return Operation (RET)	Using a key switch on the Supervisory panel, a car can be withdrawn from group control operation and called to a specified floor.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.	○	○	○
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.	○	○	○
■ GROUP CONTROL FEATURES				
Destination Oriented Prediction System (DOAS-S)	When a passenger presses a destination floor button on the Hall Operating Panel, the name of the car to serve that call appears immediately next to the destination floor button. Cars are allocated according to destination floors in order to improve transport efficiency and minimize congestion. (Cannot be combined with IUP.)	—	—	○
Intense Up Peak (IUP)	To maximize transport efficiency, an elevator bank will be 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 main floor, the timing of door closing, etc., will be controlled based on predicted traffic data.	—	—	○
Up Peak Service (UPS)	Controls the number of cars to be allocated to the main floors, as well as the car allocation timing, in order to meet increased demands for upward travel from the main floors during office starting time, hotel check-in time, etc., and minimize passenger waiting 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 checkout time, etc., to minimize passenger waiting time.	—	○	○
Forced Floor Stop (FFS)	All cars in a bank automatically make a stop at a pre-determined floor on every trip without being called.	○	○	○
Main Floor Parking (MFP)	An available car always parks on the main floor with the doors open to reduce passenger waiting time.	○	○	○
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.)	—	○#	○
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.)	—	○#	○
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.)	—	○#	○
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.)	—	○#	○
Congested-Floor Service (CFS)	The number of cars to be allocated to floors where meeting rooms or ballrooms exist & the traffic intensifies for short periods of time, as well as the timing of car allocation, will be controlled according to detected traffic density data for those floors.	—	○	○
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.	—	○	○
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 will then respond only to car calls.	—	○	○
Lunchtime Service (LTS)	During the first half of lunchtime, calls for a restaurant floor will be 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.	—	○	○
Main Floor Changeover Operation (IFS)	This feature is effective for buildings with two main floors. The floor designated as the "Main floor" in a group control operation can be changed as necessary using a manual switch.	○	○	○

Note: # = Please consult our local subcontractor for the production term, etc.

FEATURES SHEET

Feature	Description	28C	ΣAI-22	ΣAI-2200
■ DOOR OPERATION FEATURES				
Extended Door-Open Button (DKO-TB)	A button located inside a car which keeps the doors open for a longer than usual period to allow loading and unloading of a stretcher, baggage, etc.	○	○	○
Door Nudging Feature -With Buzzer (NDG)	A beep, as well as voice guidance, sounds and the doors slowly close when they have remained open for longer than the preset period.	○	○	○
Safety Door Edge (SDE)	One Side	○	○	○
	Both Sides (CO Doors Only)			
Ultrasonic Door Sensor (USDS)	Sound waves are used to scan a 3D area near the open doors to detect passengers or objects.	○	○	○
Electronic Doorman (EDM)	Door open time is minimized using safety ray(s) or multi-beam door sensors that detect passengers boarding or exiting.	○	○	○
Multi-Beam Door Sensor	Multiple infrared-light beams cover the full height of the doors as they close to detect passengers or objects. (Cannot be combined with SR feature.)	○	○	○
3D Multi-Beam Door Sensor	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 combined with SR feature.)	○	○	○
■ SIGNAL AND DISPLAY FEATURES				
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.	○#	○#	○#
Immediate Prediction Indication (AII)	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.	—	○#	○
Second Car Prediction (TCP)	When a hall is crowded to the extent that one car can not accommodate all waiting passengers, the hall lantern will light up to indicate the next car to serve the hall.	—	—	○
Voice Guidance System (AAN-G)	Information on elevator service such as the current floor or service direction will be heard by the passengers inside a car. (Voice guidance available only in English.)	○	○	○
Auxiliary Car Operating Panel (ACS)	An additional car control panel which can be installed for large capacity elevators, heavy traffic elevators, etc.	○	○	○
Inter Communication System (ITP)	A system which allows communication between passengers inside a car and the building personnel.	○	○	○
■ EMERGENCY OPERATIONS AND FEATURES				
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 ensure passenger safety. (Max. allowable floor-to-floor distance is 10 meters.)	○	○	○
Operation by Emergency Power Source — Automatic/Manual (OEPS)	Upon power failure, the building's emergency power moves and stops pre-determined car(s) to a specified floor, and the doors open to ensure passenger safety. After all pre-determined car(s) have arrived at the floor, normal operation will be available with only pre-determined car(s).	○	○	○
Fire Emergency Return (FER)	Upon activation of a key switch or a building's fire sensors, all calls are canceled, all cars immediately return to a specified evacuation floor and the doors open to ensure safe passenger evacuation.	○	○	○
Fireman's Emergency Operation (FE)	During a fire, when the fireman's switch is activated, the car calls of a specified car and all hall calls are canceled and the car immediately returns to a pre-determined floor. The car then responds only to car calls which facilitate fire fighting and rescue operations.	○	○	○
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 safe evacuation of passengers.	○	○	○
Supervisory Panel (WP)	A panel installed in a building's supervisory room, etc., which monitors and controls each elevator's status and operations by remote, using indicators and switches which are provided on request.	○	○	○
Mitsubishi Elevator Monitoring and Control System (MeEye)	Each elevator's status and operations can be monitored and controlled using an advanced Web-based technology which provides an interface with the building management through personal computers. Special optional features, such as preparation of traffic statistics and analysis, are also available.	○	○	○
Emergency Car Lighting (ECL)	Car lighting which turns on immediately when power fails to provide a minimum level of lighting within the car. (Choice of dry-cell battery or trickle-charger battery.)	○	○	○

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