# Basic Specifications

EN81-1

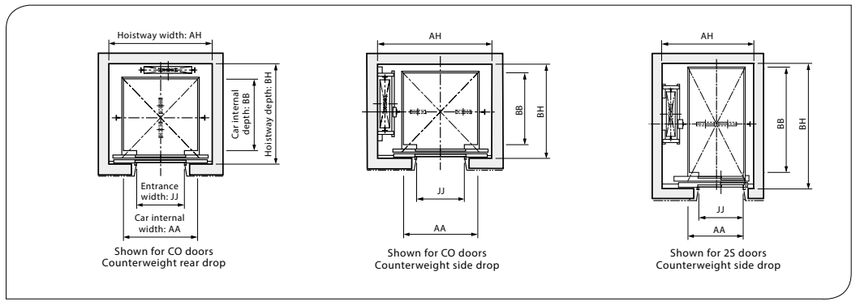
## Horizontal Dimensions

| EN81-1 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Code number | Number of persons | Rated capacity (kg) | Rated speed (m/sec) | Door type | Entrance width (mm) JJ | Car internal dimensions (mm) AA×BB | Counter-weight position | Minimum hoistway dimensions (mm) AH×BH/car* | Minimum machine room dimensions (mm) AM×BM/car |
| P11 | 11 | 825 | 1.0<br>1.6<br>1.75<br>2.0<br>2.5 | CO | 900 | 1400×1350 | Rear | 1950×1930 | 1970×1930 |
| | | | | | | | Side | 2210×1700 | 2210×1900 |
| P14 | 14 | 1050 | | | | 1600×1400 | Rear | 2000×1980 | 2000×1980 |
| | | | | | | | Side | 2410×1740 | 2410×1910 |
| | | | | 2S | | 1100×2100 | Side | 1910×2510 | 1910×2510 |
| P17 | 17 | 1275 | | CO | 1100 | 2000×1400 | Rear | 2400×2030 | 2400×2030 |
| | | | | | | | Side | 2820×1740 | 2820×1940 |
| | | | | 2S | | 1200×2300 | Side | 2020×2680 | 2020×2680 |
| P18 | 18 | 1350 | | CO | | 2000×1500 | Rear | 2400×2130 | 2400×2130 |
| | | | | | | | Side | 2820×1840 | 2820×1990 |

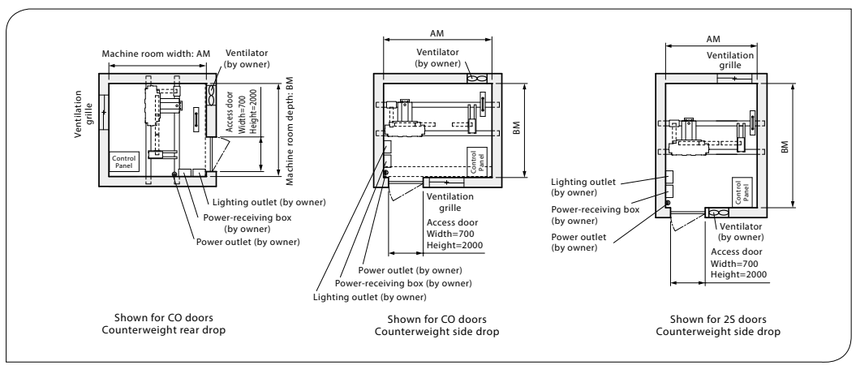
[Terms of the table]
- This table shows standard specifications without the fireproof landing door and counterweight safety.
  Please consult our local agents for other specifications.
- CO: 2-panel center opening doors, 2S: 2-panel side sliding doors.
- Minimum hoistway dimensions (AH and BH) shown in the table are after waterproofing of the pit and do not include plumb tolerance.

Note:
* 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 and the rated speed is 2.5 m/sec, the hoistway dimensions are different from those shown.
  Please consult our local agents for details.

## Hoistway Plan




## Machine Room Plan Example



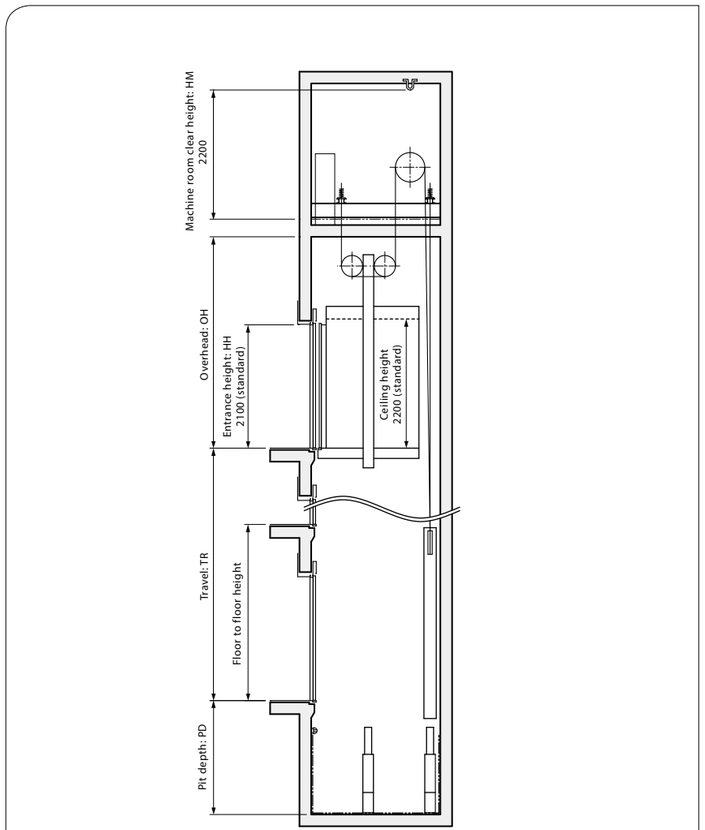

## Vertical Dimensions

| EN81-1 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Rated speed (m/sec) | Rated capacity (kg) | Maximum travel (m) TR | Maximum number of stops | Minimum overhead (mm) OH | | Minimum pit depth (mm) PD | | Minimum machine room clear height (mm) HM | Minimum floor to floor height (mm) |
| | | | | TR≦90 | 90<TR≦120 | Code number P11 and P14 | Code number P17 and P18 | | |
| 1.0 | 825≦Capacity≦1350 | 60 | 30 | 4400 | | 1360 | 1520 | 2200 *2 | 2500 *3 |
| 1.6 | | 90 | | 4560 | | 1410 | 1560 | | |
| 1.75 | | | | 4630 | | 1430 | 1590 | | |
| 2.0 | 825≦Capacity≦1050 | 90 | 30 | 4720 | 4820 | 1550 | 1650 | | |
| | 1050<Capacity≦1350 | 120 *1 | 36 | | | | | | |
| 2.5 | 825≦Capacity≦1050 | 90 | 30 | 4950 | 5050 | 1900 | 1900 | | |
| | 1050<Capacity≦1350 | 120 *1 | 36 | | | | | | |

[Terms of the table]
- This table shows standard specifications without counterweight safety.
  Please consult our local agents for other specifications.

[Notes]
*1 Maximum travel is 90m when the counterweight is installed in a side drop position.
*2 This dimension does not include the height of hoisting beam. The height of hoisting beam must be 100mm or more.
*3 Some specifications require more than 2500mm as a minimum floor height. Please consult our local agents if the floor height is less than entrance height HH + 700mm.

## Elevation




Note: Hoistway section for counterweight side drop is slightly different from this figure.

**Basic code compliance**

The dimensional information shown here in this page is based on the requirements of EN81-1.
For other components, please consult our local agent.

# Safety and Comfort

## Emergency Situations

**Emergency operations***
Enhance safety by adding emergency operation features which quickly respond to a power failure, fire or earthquake.

| | | |
|---|---|---|
| Power failure | **Mitsubishi Emergency Landing Device: MELD (Optional)**<br>Upon power failure, a car automatically moves to the nearest floor using a rechargeable battery to facilitate the safe evacuation of passengers. |
| | **Operation by Emergency Power Source — Automatic/Manual: OEPS (Optional)**<br>Upon power failure, predetermined car(s) use a building's emergency power supply to move to a specified floor and open the doors for passengers to evacuate. After all cars have arrived, predetermined car(s) will resume normal operation. |
| Fire | **Fire Emergency Return: FER (Optional)**<br>When a key switch or a building's fire sensors are activated, all cars immediately return to a specified floor and open the doors to facilitate the safe evacuation of passengers. |
| | **Firefighters' Emergency Operation: FE (Optional)**<br>When the fire operation switch is activated, the car immediately returns to a predetermined floor. The car then responds only to car calls which facilitate fire-fighting and rescue operations. |
| Earthquake | **Earthquake Emergency Return: EER-P/EER-S (Optional)**<br>When a primary and/or secondary wave seismic sensor is activated, all cars stop at the nearest floor and park there with the doors open to facilitate the safe evacuation of passengers. |

Note:
*Please refer to page 16 for details.

## For Safe Boarding

**Door safety devices**
Our reliable safety device ensures that the doors are clear to open and close. Depending on the type of sensor, the detection area differs.

**Hall Motion Sensor: HMS**
(Optional)

**Multi-beam Door Sensor**
(Optional)

## For Comfortable Use

**User-oriented Design**
Great care is taken in the design and manufacture of each and every elevator part to ensure a comfortable, user-friendly ride.

**Clear Font**
The font for indicators and buttons is highly visible. On tactile buttons in particular, the font makes letters/numbers easy for visually-impaired passengers to distinguish.

1 2 3 4 5 6 7 8 9 0

**LCD Position Indicators: Car/hall (Optional)**
Clear, bright LCD indicators deliver information clearly and effectively.


(CID-S)

**Indication examples**


Normal operation


Emergency operation


(HID-S)

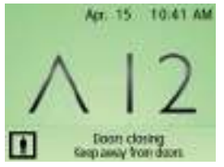
**LCD Information Display*: 10.4- or 15-inch, for car/hall (Optional)**
The cutting-edge LCD display delivers elevator information with stereoscopic direction arrows and animated pictures.


Urban black

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

**Colors**
Select the best color from our five popular and eye-catching background colors.


Stylish Blue




Fine Green


Modern White


Elegance Brown

# Standard Design

## Car

Ceiling: S00

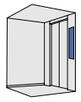
### Car Design Example

Walls — SUS-HL
Transom panel — SUS-HL
Doors — SUS-HL
Front return panels — SUS-HL
Kickplate — Aluminum
Flooring — PR803: Gray
Car operating panel — CBV1-C760

Ceiling: Painted steel sheet (Y033)
with a milky white resin lighting cover
Lighting: Central lighting

### Car operating panel

For front return panel



Yellow-orange lighting

Tactile button

CBV1-C760*1

Segment LED indicators*2
Tactile button with yellow-orange lighting

## Hall

Narrow Jamb: E-102

### Hall Design Example

Jamb — SUS-HL
Doors — SUS-HL
Hall position indicator
and button — PIV1-A1010N Boxless

### Hall position indicators and buttons

With plastic case

PIV1-A1010N Boxless　PIV1-A1020N Boxless

Segment LED indicators*2
Tactile button with yellow-orange lighting

Notes:
*1: Maximum number of floors: 22 floors
*2: Some letters of the alphabets are not available. Please consult our local agents for details.

Actual colors may differ slightly from those shown.
*Please refer to the design guide for details and other designs.*



# Features (1/2)

| Feature | Abbreviation | Description | 1C to 2C 2BC | 3C to 4C ΣAI-22 | 3C to 8C ΣAI-2200C |
|---|---|---|---|---|---|
| **■ EMERGENCY OPERATIONS AND FEATURES** | | | | | |
| 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.) | ◎ | ◎ | ◎ |
| 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 fire-fighting 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 Webbased 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 is 11 meters.) | ◎ | ◎ | ◎ |
| 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. | ◎ | ◎ | ◎ |
| 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. | ◎ | ◎ | ◎#1 |
| **■ DOOR OPERATION FEATURES** | | | | | |
| 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 feature.) | Ⓞ | Ⓞ | Ⓞ |
| 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. | Ⓞ | Ⓞ | Ⓞ |
| Safety Ray | SR | 1-beam: 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.) | Ⓢ | Ⓢ | Ⓢ |
| | | 2-beam | Ⓞ | Ⓞ | Ⓞ |

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
Ⓢ = Standard Ⓞ = Optional † = Not applicable to 1C-2BC — = Not applicable
#1: Please consult our local agents for the production terms, etc.

# Basic Specifications

GB7588

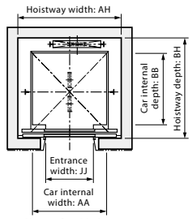
## Horizontal Dimensions

| GB7588 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Code number | Number of persons | Rated capacity (kg) | Rated speed (m/sec) | Door type | Entrance width (mm) JJ | Car internal dimensions (mm) AA×BB | Counter-weight position | Minimum hoistway dimensions (mm) AH×BH/car* | Minimum machine room dimensions (mm) AM×BM/car |
| P10 | 10 | 750 | 1.0<br>1.6<br>1.75<br>2.0<br>2.5 | CO | 900 | 1400×1300 | Rear | 1950×1880 | 1970×1880 |
| | | | | | | | Side | 2190×1680 | 2190×1900 |
| P11 | 11 | 825 | | | | 1400×1350 | Rear | 1950×1930 | 1970×1930 |
| | | | | | | | Side | 2210×1700 | 2210×1900 |
| P12 | 12 | 900 | | | | 1600×1330 | Rear | 2000×1910 | 2000×1910 |
| | | | | | | | Side | 2410×1690 | 2410×1900 |
| P14 | 14 | 1050 | | | | 1600×1400 | Rear | 2000×1980 | 2000×1980 |
| | | | | | | | Side | 2410×1740 | 2410×1910 |
| | | | | | 1000 | 1800×1350 | Rear | 2200×1930 | 2200×1930 |
| | | | | | | | Side | 2610×1700 | 2610×1900 |
| | | | | | 900 | 1600×1500 | Rear | 2000×2080 | 2000×2080 |
| | | | | | | | Side | 2410×1840 | 2410×1960 |
| | | | | 2S | | 1100×2100 | Side | 1910×2510 | 1910×2510 |
| P16 | 16 | 1200 | | CO | 1000 | 1800×1500 | Rear | 2200×2130 | 2200×2130 |
| | | | | | | | Side | 2620×1840 | 2620×1990 |
| | | | | | 1100 | 2000×1350 | Rear | 2400×1980 | 2400×1980 |
| | | | | | | | Side | 2820×1700 | 2820×1930 |
| P17 | 17 | 1275 | | | | 2000×1400 | Rear | 2400×2030 | 2400×2030 |
| | | | | | | | Side | 2820×1740 | 2820×1940 |
| | | | | 2S | | 1200×2300 | Side | 2020×2680 | 2020×2680 |
| P18 | 18 | 1350 | | CO | | 2000×1500 | Rear | 2400×2130 | 2400×2130 |
| | | | | | | | Side | 2820×1840 | 2820×1990 |
| | | | | | 1000 | 1800×1680 | Rear | 2200×2310 | 2200×2310 |
| | | | | | | | Side | 2620×2020 | 2620×2080 |

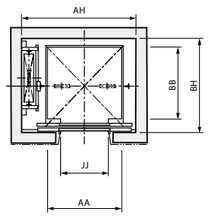
[Terms of the table]
- This table shows standard specifications without the fireproof landing door and counterweight safety. Please consult our local agents for other specifications.
- CO: 2-panel center opening doors, 2S: 2-panel side sliding doors.
- Minimum hoistway dimensions (AH and BH) shown in the table are after waterproofing of the pit and do not include plumb tolerance.

Note:
* 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 and the rated speed is 2.5 m/sec, the hoistway dimensions are different from those shown. Please consult our local agents for details.

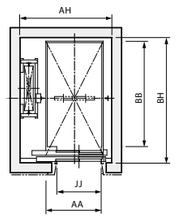
## Hoistway Plan



Shown for CO doors
Counterweight rear drop

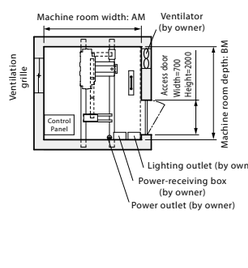


Shown for CO doors
Counterweight side drop

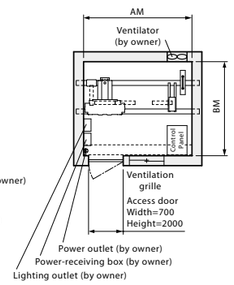


Shown for 2S doors
Counterweight side drop

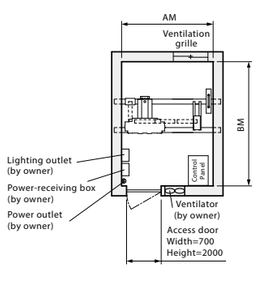
## Machine Room Plan Example



Shown for CO doors
Counterweight rear drop



Shown for CO doors
Counterweight side drop



Shown for 2S doors
Counterweight side drop



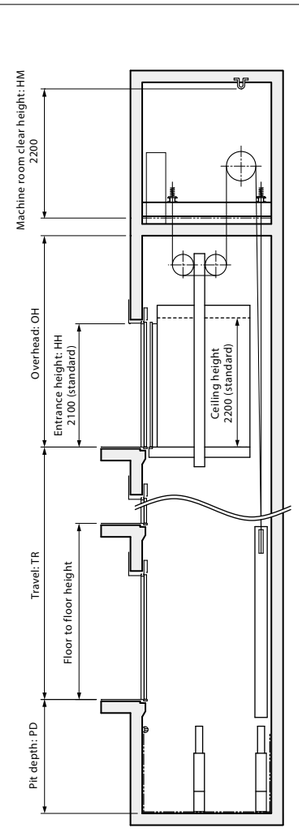
## Vertical Dimensions

| GB7588 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Rated speed (m/sec) | Rated capacity (kg) | Maximum travel (m) TR | Maximum number of stops | Minimum overhead (mm) OH | | Minimum pit depth (mm) PD | | Minimum machine room clear height (mm) HM | Minimum floor to floor height (mm) |
| | | | | TR≦90 | 90<TR≦120 | Code number P10-P12 and P14 | Code number P16-P18 | | |
| 1.0 | 750≦Capacity≦1350 | 60 | 30 | 4400 | | 1360 | 1520 | 2200 *2 | 2500 *3 |
| 1.6 | | 90 | | 4560 | | 1410 | 1560 | | |
| 1.75 | | | | 4630 | | 1430 | 1590 | | |
| 2.0 | 750≦Capacity≦1050 | 90 | 30 | 4720 | 4820 | 1550 | 1650 | | |
| | 1050<Capacity≦1350 | 120 *1 | 36 | | | | | | |
| 2.5 | 750≦Capacity≦1050 | 90 | 30 | 4950 | 5050 | 1900 | 1900 | | |
| | 1050<Capacity≦1350 | 120 *1 | 36 | | | | | | |

[Terms of the table]
- This table shows standard specifications without counterweight safety. Please consult our local agents for other specifications.

[Notes]
*1 Maximum travel is 90m when the counterweight is installed in a side drop position.
*2 This dimension does not include the height of hoisting beam. The height of hoisting beam must be 100mm or more.
*3 Some specifications require more than 2500mm as a minimum floor height. Please consult our local agents if the floor height is less than entrance height HH + 700mm.

## Elevation



Note: Hoistway section for counterweight side drop is slightly different from this figure.

**Basic code compliance**

The dimensional information shown here in this page is based on the requirements of GB7588. For other components, please consult our local agent.

# Basic Specifications

Mitsubishi Electric Standard

## Horizontal Dimensions

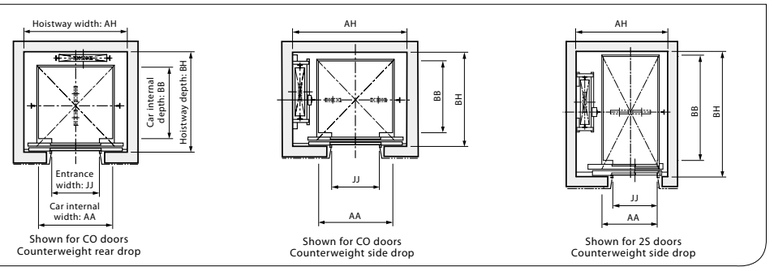
**Mitsubishi Electric Standard**

| Code number | Number of persons | Rated capacity (kg) | Rated speed (m/sec) | Door type | Entrance width (mm) JJ | Car internal dimensions (mm) AA×BB | Counter-weight position | Minimum hoistway dimensions (mm) AH×BH/car* | Minimum machine room dimensions (mm) AM×BM/car |
|---|---|---|---|---|---|---|---|---|---|
| P6 | 6 | 450 | 1.0 | CO | 800 | 1400×850 | Rear | 1750×1400 | 1850×2700 |
| | | | | | | | Side | 2100×1200 | 2100×1900 |
| P8 | 8 | 550 | 1.0<br>1.5<br>1.75 | | | 1400×1030 | Rear | 1750×1590 | 1850×2900 |
| | | | | | | | Side | 2100×1380 | 2100×2000 |
| P9 | 9 | 600 | | | | 1400×1100 | Rear | 1750×1660 | 1850×2950 |
| | | | | | | | Side | 2100×1450 | 2100×2050 |
| P10 | 10 | 700 | | | | 1400×1250 | Rear | 1750×1810 | 1850×3100 |
| | | | | | | | Side | 2100×1600 | 2100×2050 |
| P11 | 11 | 750 | 1.0<br>1.5<br>1.75<br>2.0<br>2.5 | | | 1400×1350 | Rear | 1750×1910 | 1850×3200 |
| | | | | | | | Side | 2100×1700 | 2100×2100 |
| P13 | 13 | 900 | | | 900 | 1600×1350 | Rear | 2000×1910 | 2000×1950 |
| | | | | | | | Side | 2400×1730 | 2400×2150 |
| P15 | 15 | 1000 | | | | 1600×1500 | Rear | 2000×2060 | 2000×2100 |
| | | | | | | | Side | 2400×1880 | 2400×2200 |
| | | | | | 1000 | 1800×1300 | Rear | 2200×1860 | 2200×1900 |
| | | | | | | | Side | 2600×1680 | 2600×2100 |
| | | | | 2S | 900 | 1100×2100 | Side | 1850×2530 | 1850×2530 |
| P17 | 17 | 1150 | | CO | 1000 | 1800×1500 | Rear | 2200×2110 | 2200×2150 |
| | | | | | | | Side | 2600×1880 | 2600×2200 |
| | | | | | 1100 | 2000×1350 | Rear | 2400×1960 | 2400×2000 |
| | | | | | | | Side | 2800×1730 | 2800×2150 |
| P20 | 20 | 1350 | | | 1000 | 1800×1700 | Rear | 2200×2310 | 2200×2350 |
| | | | | | | | Side | 2600×2080 | 2600×2300 |
| | | | | | 1100 | 2000×1550 | Rear | 2400×2160 | 2400×2200 |
| | | | | | | | Side | 2800×1930 | 2800×2300 |
| P24 | 24 | 1600 | | | | 2100×1600 | Rear | 2500×2250 | 2500×2250 |
| | | | | | | | Side | 2880×1980 | 2880×2200 |
| | | | | 2S | 1200 | 1400×2400 | Side | 2180×2830 | 2180×2830 |

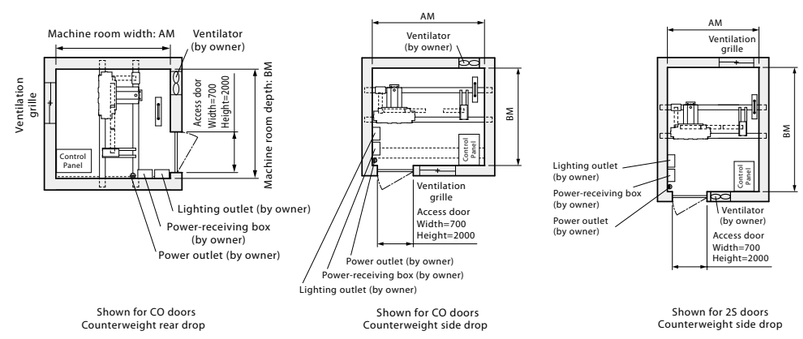
[Terms of the table]
- This table shows standard specifications without the fireproof landing door and counterweight safety. Please consult our local agents for other specifications.
- CO: 2-panel center opening doors, 2S: 2-panel side sliding doors.
- Minimum hoistway dimensions (AH and BH) shown in the table are after waterproofing of the pit and do not include plumb tolerance.

Note:
* 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 and the rated speed is 2.5 m/sec, the hoistway dimensions are different from those shown. Please consult our local agents for details.

## Hoistway Plan




## Machine Room Plan Example




Note: Layouts (position of control panel, etc.) differ depending on capacity.

## Vertical Dimensions

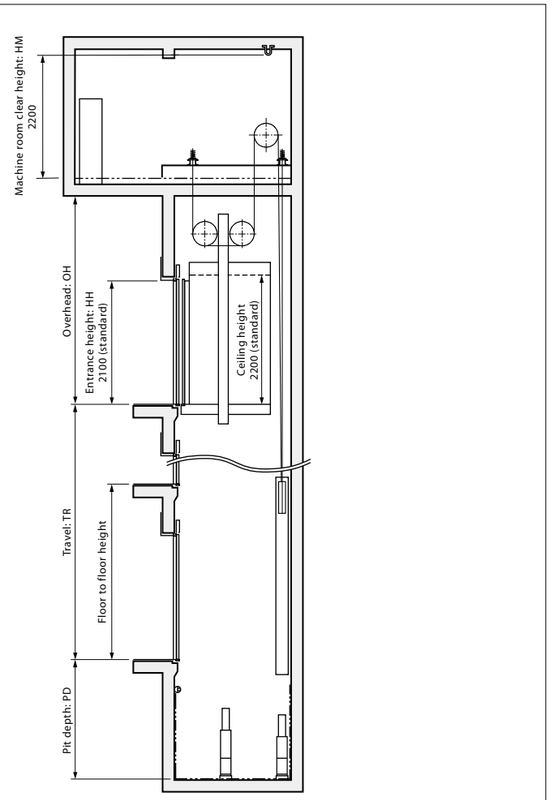
**Mitsubishi Electric Standard**

| Rated speed (m/sec) | Rated capacity (kg) | Maximum travel (m) TR | Maximum number of stops | Minimum overhead (mm) OH | | Minimum pit depth (mm) PD | | Minimum machine room clear height (mm) HM | Minimum floor to floor height (mm) |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TR≦80 | 80<TR≦120 | TR≦90 | 90<TR | | |
| 1.0 | 450≦Capacity≦1600 | 60 | 30 | 4400 | | 1360 | | 2200 | 2500 *2 |
| 1.5 | 550≦Capacity≦1600 | 90 | | 4560 | | 1410 | | | |
| 1.75 | | | | 4630 | | 1410 | | | |
| 2.0 | 750≦Capacity≦1350 | 120 *1 | 36 | 4720 | 4820 | 1550 | 1650 | | |
| | 1350<Capacity≦1600 | 90 | 30 | | | | | | |
| 2.5 | 750≦Capacity≦1350 | 120 *1 | 36 | 4950 | 5050 | 1900 | 2000 | | |
| | 1350<Capacity≦1600 | 90 | 30 | | | | | | |

[Terms of the table]
- This table shows standard specifications without counterweight safety. Please consult our local agents for other specifications.

[Notes]
*1 Maximum travel is 90m when the counterweight is installed in a side drop position.
*2 Some specifications require more than 2500mm as a minimum floor height. Please consult our local agents if the floor height is less than entrance height HH + 700mm.

## Elevation




Note: • Hoistway section for counterweight side drop is slightly different from this figure.
• Layout (position of control panel, etc.) differs depending on capacity.

### Basic code compliance

The dimensional information shown here in this page is based on Mitsubishi Electric standard car size. For safety features, please consult our local agent.

## 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.

ISO 9001 BUREAU VERITAS Certification — UKAS MANAGEMENT SYSTEMS 0008

ISO 14001 BUREAU VERITAS Certification — UKAS MANAGEMENT SYSTEMS 0008

**MITSUBISHI ELECTRIC BUILDING SOLUTIONS CORPORATION**
HEAD OFFICE : TOKYO BLDG., 2-7-3, MARUNOUCHI, CHIYODA-KU, TOKYO 100-8310, JAPAN
**www.MitsubishiElectric.com/elevator**

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

MS

Revised publication effective Apr. 2022.
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Specifications are subject to change without notice.



C-CL1-3-C9113-N INA-2203 Printed in Japan (IP)

MITSUBISHI ELECTRIC

*Changes for the Better*

Quality in Motion™

PASSENGER ELEVATORS

# NEXIEZ -MR

2nd Edition

## Selecting Optimum Car Allocation through Rule-set Simulations

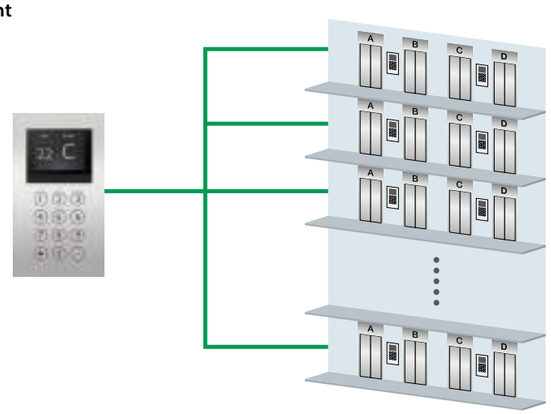
**Dynamic Rule-set Optimizer (ΣAI-2200C)**
Based on real traffic data, passenger traffic is predicted every few minutes.  According to the prediction, real-time simulation selects the best rule-set (multiple rules have been set as car allocation patterns), which optimizes transport efficiency.

## Allocating Passengers to Cars Depending on Destination Floors

**Destination Oriented Allocation System: DOAS (Optional for ΣAI-2200C)**
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.

**Example of hall arrangement**




Note:
*Hall lanterns are available as optional.

The features introduced on these pages are applicable to ΣAI-2200C only.  Please refer to page 17 and 18, and the ΣAI-2200C brochure for other features and details.





## Providing a Safe, Comfortable Ride

Whether the user is elderly or a person with special need, our elevators deliver every passenger to the  destination floor safely and comfortably.

# Features (2/2)

| Feature | Abbreviation | Description | 1C to 2C 2BC | 3C to 4C ΣAI-22 | 3C to 8C ΣAI-2200C |
|---|---|---|---|---|---|
| **■ 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. | ◎ | ◎ | ◎ |
| Automatic Bypass | ABP | A fully-loaded car bypasses hall calls in order to maintain maximum operational efficiency. | Ⓢ#3 | Ⓢ | Ⓢ |
| 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. | Ⓢ† | Ⓢ | Ⓢ |
| 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, automatic registration of a hall call and a destination floor, and priority service. | ◎#1 | ◎ | ◎ |
| 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. | ◎ | ◎ | ◎ |
| 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. | Ⓢ | Ⓢ | Ⓢ |
| 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. | Ⓢ | Ⓢ | Ⓢ |
| 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. | ◎#1 | ◎ | ◎ |
| 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. | ◎ | ◎ | ◎ |
| 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, 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. | ◎ | ◎ | ◎ |
| **■ 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. | ◎†,#2 | ◎ | ◎ |
| 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.) | — | ◎#2 | ◎ |
| 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. | — | ◎ | ◎ |
| 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. | — | — | ◎#4 |
| 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. | — | ◎ | ◎ |
| 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. | ◎#2 | ◎#2 | ◎#2 |
| 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. | — | ◎ | Ⓢ |
| 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.) | — | ◎#2 | ◎ |
| 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. | — | ◎ | ◎ |
| 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). | ◎ | ◎ | ◎ |
| 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.) | — | ◎#2 | ◎ |
| 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.) | — | ◎#2 | ◎ |
| 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. | ◎†,#2 | ◎ | ◎ |
| **■ 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. | ◎ | ◎ | ◎ |
| 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) | 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.) | ◎ | ◎ | — |
| | AECH (hall) | | ◎ | ◎ | Ⓢ |
| 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.<br>* Please consult our local agents if you would like to display a video or a slideshow of still images on the screen. | ◎ | ◎ | ◎ |
| 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 10.4- or 15-inch LCD for elevator halls shows the date and time, car position, travel direction and elevator status messages.<br>* Please consult our local agents if you would like to display a video or a slideshow of still images on the screen. | ◎ | ◎ | — |
| 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. | ◎ | ◎ | ◎ |

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
Ⓢ = Standard ◎ = Optional † = Not applicable to 1C-2BC — = Not applicable
#1: When 2C-2BC, please consult our local agents.
#2: Please consult our local agents for the production terms, etc.
#3: Optional when the operation system is 1C-2BC.
#4: • When the DOAS is applied, AECC is Ⓢ and the Safety Ray (SR) or Multi-beam Door Sensor feature shoul d be installed.
• The DOAS cannot be combined with some features. Please refer to the ΣAI-2200C brochure for those features.