

Feature	Description	1Car 2BC	2-4Car ΣAI-22
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Standard Features

■ OPERATIONAL AND SERVICE FEATURES

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 errors and clears them from the memory.	✓	✓
Continuity of Service (COS)	A car which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance.	—	✓
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 starts to maintain elevator operation, in the event of a microprocessor or transmission line in the group controller failing.	—	✓
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 will open.	✓	✓
Overload Holding Stop (OLH)	A buzzer sounds to alert the passengers that the car is overloaded; the doors remain open and the car does not leave that floor until enough passengers exit the car.	✓	✓
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.	✓	✓
Independent Service (IND)	Exclusive operation where a car is withdrawn from group control operation for independent use, such as maintenance or repair, and responds only to car calls.	✓	✓
Automatic Bypass (ABP)	A fully loaded car bypasses hall calls in order to maintain maximum operational efficiency.	✓	✓
Car Light Shut Off—Automatic (CLO-A)	If there are no calls for a specified period, the car lighting will automatically shut off to conserve energy.	✓	✓
Car Fan Shut Off—Automatic (CFO-A)	If there are no calls for a specified period, the car ventilation fan will automatically be turned off to conserve energy.	✓	✓
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.	✓	✓

■ GROUP CONTROL FEATURES

Expert System and Fuzzy Logic	Artificial expert knowledge, which has been programmed using "expert system" and "fuzzy logic", is applied to select the ideal operational rule for maximum efficiency of group control operations.	—	✓
Psychological Waiting Time Evaluation	Cars are allocated according to the predicted psychological waiting time for each hall call. The rules evaluating psychological waiting time are automatically changed in response to actual service conditions.	—	✓
Strategic Overall Assignment	The system predicts near-future car positions and hall calls. Car assignment is performed based on current and predictive data.	—	✓
Car Travel Time Evaluation	Cars are allocated to hall calls by considering the number of car calls that will reduce passenger waiting time in each hall and the travel time of each car.	—	✓
Peak Traffic Control (PTC)	A floor which temporarily has the heaviest traffic will be served with higher priority than other floors, but not to an extent that interferes with service to other floors.	—	✓
Strategic Overall Spotting (SOHS)	To reduce passenger waiting time, cars which have finished service are automatically directed to positions where they can respond to predicted hall calls as quickly as possible.	—	✓

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■ DOOR OPERATION FEATURES

Door Load Detector (DLD)	When excessive door load has been detected while opening or closing, the doors immediately move in the reverse direction.	✓	✓
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.	✓	✓
Automatic Door-Open Time Adjustment (DOT)	The time which doors are open for 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 door, is monitored to adjust the door speed, thereby making it consistent throughout all floors.	✓	✓
Door Nudging Feature (NDG)	The doors slowly close when they have remained open for longer than the preset period with alarm sound.	✓	✓
Repeated Door-Close (RDC)	Should an obstacle prevent the doors from closing, the doors will repeatedly open and close until the obstacle is removed.	✓	✓
Re-open with Hall Button (ROHB)	Closing doors can be re-opened by pressing the hall button corresponding to the traveling direction of the car.	✓	✓
Multi-Beam Door Sensor	Multiple infrared-light beams cover some 1800mm in height of the doors as they close to detect passengers or objects. (Cannot be combined with SR feature.)	✓	✓
Electronic Doorman (EDM)	Door open time is minimized using safety ray(s) or multi-beam door sensors that detect passengers boarding or exiting.	✓	✓

■ SIGNAL AND DISPLAY FEATURES

Car/Hall Click Type Call Buttons	Call buttons that click softly when touched are fitted as standard.	✓	✓
Basic Announcement (AAN-B)	A synthetic voice (and/or buzzer) that alerts passengers inside a car to the fact that elevator operation has been temporarily interrupted by overloading or a similar cause. (Voice available only in English.)	✓	✓
Car Arrival Chime—Car (AECC)	Electronic chimes that sound to indicate that a car will soon arrive. (The chimes are mounted on the top and bottom of the car.)	✓	✓
Flashing Hall Lantern (FHL)	A car's hall lantern, which corresponds to the car's service direction, that flashes to indicate that the car will soon arrive.	✓	✓
Inter Communication System (ITP)	A system which allows communication between passengers inside a car and the building personnel.	✓	✓

■ EMERGENCY OPERATIONS AND FEATURES

Fire Emergency Operation (FE)	In case of fire, the elevator performs firefighters' emergency operation (Phase I and Phase II) conforming to the local code.	✓	✓
Earthquake Emergency Operation (EER-DS)	In case of earthquake detection, the elevator stops at the nearest available floor and shuts down with the door open. (Detailed operation conforms to the local code.)	✓	✓

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Optional Features

■ OPERATIONAL AND SERVICE FEATURES

Landing Open (LO)	Doors start opening right before the car has completely stopped at a floor.	✓	✓
Car Call Erase (FCC-P)	If the wrong car button is pressed, it can be canceled by quickly pressing the same button twice.	✓	✓
Non-Service to Specific Floors—Car Button Type (NS-CB)	To enhance security, service to desired floors can be set to disable using the car operating panel. This function is automatically deactivated during Emergency Operations.	✓	✓
Non-Service to Specific Floors—Switch Type (NS)	Service to specific floors can be suspended by a manual switch.	✓	✓
Out-of-Service - Remote (RCS)	With a key switch such as on the Supervisory Control Panel, 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 operating panel. This function is automatically deactivated during Emergency Operations.	✓	✓

■ 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.	—	✓
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.)	—	✓ [#]
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 as to adversely affect 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.	✓	✓
Main Floor Parking (MFP)	An available car always parks on the main floor with the doors open to reduce passenger waiting time.	✓	✓
Special Car Priority Service (SCPS)	Special cars, such as observation elevators and elevators with basement service, are given higher priority to respond to hall calls. (Cannot be combined with Hall Position Indicators.)	—	✓ [#]
Special Floor Priority Service (SFPS)	Special floors, such as floors with VIP rooms or executive rooms, are given higher priority for car allocation when a call is made on those floors. (Cannot be combined with Hall Position Indicators.)	—	✓ [#]
Main Floor Changeover Operation (TFS)	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.	✓	✓
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.)	—	✓ [#]

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■ DOOR OPERATION FEATURES

Extended Door-Open (Door Hold) 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.	✓	✓
Ultrasonic Door Sensor (USDS)	Sound waves are used to scan a 3D area near the open doors to detect passengers or objects.	✓	✓
Safety Ray (SR)	Infrared-light beam cover the full width of the door as it opens or closes to detect passengers or objects. (Cannot be combined with a multi-beam door sensor.)	✓	✓
3D Multi-Beam Door Sensor	Multiple infrared-light beams cover some 1800mm in 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.)	✓	✓
Safety Door Edge (SDE)	Both Side (CO Doors Only) Sensitive door edges detect passengers or objects during door closing.	✓	✓

■ SIGNAL AND DISPLAY FEATURES

Voice Guidance System (AAN-G)	Information on elevator service such as the current floor or service direction that is heard by the passengers inside a car. (Voice guidance available only in English.)	✓	✓
Car Arrival Chime—Hall (AECH)	Electronic chimes that sound to indicate that a car will soon arrive. (The chimes are mounted in each hall.)	✓	✓

■ EMERGENCY OPERATIONS AND FEATURES

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.)	✓	✓
Mitsubishi Emergency Landing Device (MELD)	In case of 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.)	✓	✓
Mitsubishi Elevator Monitoring and Control System (MelEye)	Each elevator's status and operations 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.	✓	✓
Operation by Emergency power source - Automatic (OEPS-AU)	In case of power failure, the elevator moves to the designated floor and opens the door to secure the safety of passengers. Then, the elevator shall serve by emergency power till normal power recovery. (Detailed operation conforms to the local code.)	✓	✓
Supervisory Panel (WP)	A panel installed in a building's supervisory room, which monitors and controls each elevator's status and operations by remotely using indicators and switches provided on request.	✓	✓

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