Mitsubishi Electric elevators and escalators are currently operating in approximately 90 countries around the globe. Built placing priority on safety first, 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 Works and 13 overseas manufacturing factories are utilized in a global 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.

Designed to European standards
Utilizing its technological prowess and extensive experience, Mitsubishi Electric has remained a leader in the vertical transportation market since entering the business in 1931. The Company’s creative, innovative spirit, represented by production of the world’s first spiral escalator and elevator group-control systems that use artificial-intelligence technologies, continues to receive high evaluations industry-wide. Our products and systems are renowned for their high levels of quality, reliability and safety; and it is this sense of security and trust fostered with building owners and end-users alike that has led to the global expansion of our elevator/escalator business and the after-sales network to service it.

We understand responsibilities as a good corporate citizen, and continue to implement measures for protecting the environment and ensuring a sustainable society for future generations. A number of original technologies are being introduced to ensure more efficient products, systems and manufacturing operations, thereby enhancing productivity, reducing energy consumption and providing smoother, faster and more comfortable vertical transportation systems.
Mitsubishi Electric 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, Mitsubishi Electric promises to utilize the collective strengths of its advanced and environmental technologies to offer its customers safe and reliable products while contributing to society.

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.

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.
Welcome to a New Era in Vertical Transportation

Introducing the NEXIEZ...

... technologically advanced elevators that consume less power, have minimal impact on the global environment and harmoniously serve people and buildings with smooth, seamless operation. The refined design produces a high-quality atmosphere that reassures passengers of the superior safety and comfort synonymous with Mitsubishi Electric products. Regardless of the use or purpose, the NEXIEZ is a best match solution for virtually any elevator installation.
Regenerative Converter (PCNV) (Optional)

Elevators usually travel using power from a power supply (powered operation); however, when they travel down with a heavy car load or up with a light car load (regenerative operation), the traction machine functions as a power generator. Although the power generated during traction machine operation is usually dissipated as heat, the regenerative converter transmits the power back to the distribution transformer and feeds into the electrical network in the building along with electricity from the power supply. Compared to the same type of elevator without a regenerative converter, this system provides an energy-saving effect of approximately 35%.*

In addition, the Regenerative Converter has the effect of decreasing harmonic currents.

Note: *The value is a reference datum and may increase or decrease in accordance with actual conditions of use and elevator specifications.

Mitsubishi Electric offers features that help to reduce the energy consumption of elevators.

**Energy-saving Operation – Number of Cars (ESO-N) (Optional for ΣAI-22)**

The number of service cars is automatically reduced to some extent without affecting passenger waiting time.

**Energy-saving Operation – Allocation Control (ESO-W) (ΣAI-2200C only)**

Based on each elevator’s potential energy consumption, the system selects the elevator that best balances operational efficiency and energy consumption. Please refer to page 10 for details.

**Car Light/Fan Shut Off – Automatic (CFO-A/CLO-A)**

The car lighting/ventilation fan is automatically turned off if there are no calls for a specified period.

**LED Lighting (Optional)**

Energy-efficient LEDs consume less power than conventional lamps. Used for ceiling lights and hall lanterns, LEDs boost the overall energy performance of the building. Furthermore, the long service life eliminates the need for frequent lamp replacement.

**Advantage of LEDs**

- Service life (hr): Approximately 12.5 times longer
- Power consumption (W): Approximately 75% reduction

LED: 25000  Incandescent lamp: 2000

- LED: 32.5  Incandescent lamp: 132

**Note:**

*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.
Smooth Mobility through Efficient Group Control

When a building is expected to have heavy traffic, optimum car allocation suited for every condition makes a big difference in preventing congestion at a lobby floor and reducing long waits.

Group control systems: ΣAI-22 and ΣAI-2200C

ΣAI-22 and ΣAI-2200C control multiple elevators optimally according to the building size. Improving of traffic efficiency can alleviate the passengers’ irritation. Applying the new allocation algorithm, the average waiting time and long waits are reduced.

3AI-2200C Performance

Average Waiting Time

Improved: Max. 40%

Forecasting a Near-Future Hall Call to Reduce Long Waits

Cooperative Optimization Assignment (ΣAI-2200C)

When a hall call is registered, the algorithm assumes a near-future call 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.

Maximizing Operational Efficiency and Minimizing Energy Consumption

Energy-saving Operation — Allocation Control (ESO-W) (ΣAI-2200C)

This system selects the elevator in a group that best balances operational efficiency and energy consumption. Priority is given to operational efficiency during peak hours and energy efficiency during non-peak hours.

Car allocation that maximizes operational efficiency does not necessarily translate to energy efficiency. A car uses energy efficiently when it travels down with a heavy load, or up with a light load. Accordingly, if multiple cars have the same traveling distance, this system chooses the car that requires the least energy.

Through a maximum 10% reduction in energy consumption compared to our conventional system, this system allows building owners to cut energy costs without sacrificing passenger convenience.
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.

Destination Oriented Allocation System (DOAS) (ΣAI-2200C) (Optional)
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 (hall arrangement without hall lantern*)
Cars receive destination information from all floors to provide the best service for more complex traffic conditions throughout the day.

Example of hall arrangement

*Hall arrangement with hall lantern is available as an option.

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

<table>
<thead>
<tr>
<th>Power failure</th>
<th>Mitsubishi Emergency Landing Device (MELD) (Optional) Upon power failure, a car automatically moves to the nearest floor using a rechargeable battery to facilitate the safe evacuation of passengers.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation by Emergency Power Source — Automatic (OEPS) (Optional) 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.</td>
<td></td>
</tr>
<tr>
<td>Fire</td>
<td>Fire Emergency Return (FER) (Optional) 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.</td>
</tr>
<tr>
<td></td>
<td>Firefighters’ Emergency Operation (FE) (Optional) 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.</td>
</tr>
<tr>
<td>Earthquake</td>
<td>Earthquake Emergency Return (EER-P/EER-S) (Optional) 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.</td>
</tr>
</tbody>
</table>

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.

- Multi-beam Door Sensor
- Hall Motion Sensor (HMS) (Optional for CO doors only)

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.

Indication examples

<table>
<thead>
<tr>
<th>Colors</th>
</tr>
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<tbody>
<tr>
<td>Stylish Blue</td>
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### Standard Design

#### Car

**Car: Ceiling: S00**

- **Car operating panel**
  - For side wall
  - Yellow-orange lighting
  - Tactile button with yellow-orange lighting
  - CBV1-N712
  - Segment LED indicators
  - Tactile button with yellow-orange lighting

**Car Design Example**

- **Walls**: Stainless-steel, hairline-finish
- **Transom panel**: Stainless-steel, hairline-finish
- **Doors**: Stainless-steel, hairline-finish
- **Kickplate**: Aluminum
- **Flooring**: PR803: Gray
- **Car operating panel**: CBV1-N712

#### Hall

**Hall: Narrow Jamb: E-102**

**Hall Design Example**

- **Jamb**: Stainless-steel, hairline-finish
- **Doors**: Stainless-steel, hairline-finish
- **Hall position indicator and button**: PIV1-A1010N

- **Hall position indicators and buttons**
  - With plastic case

- **Hall position indicator and button**: PIV1-A1020N

### Features (1/2)

#### EMERGENCY OPERATIONS AND FEATURES

**Feature**

- **Earthquake Emergency Return**
  - EER-2
  - EER-5

- **Emergency Car Lighting**
  - ECL

- **Fire Emergency Return**
  - FER

- **Firefighter’s Emergency Operation**
  - FE

**Operation by Emergency Power Source**

- **Mitsubishi Elevators & Controls Monitoring and Control System**
  - WP-W

**Additional Features**

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

### DOOR OPERATIONS FEATURES

**Door Open Time Adjustment**

- **DOT**

**Automatic Door Speed Control**

- **DSAC**

**Door Load Detector**

- **DLD**

**Door Nudging Feature**

- **NDG**

**Door Sensor Self-diagnosis**

- **DODD**

**Electronic Doorman**

- **EDM**

**Extended Door-open Protection**

- **DKO-TB**

**Hall Motion Sensor**

- **HMS**

**Multi-beam Door Sensor**

- **DLD**

**Reopen with Hall Button**

- **RHOB**

**Repeated Door Close**

- **RDC**

**Safety Door Edge**

- **SDE**

### Notes

- 1C to 2C: 3D (1-car selective control system) - Standard, 2C-20C (2-car group control system) - Optional
- 2A-22 (1 to 4-car group control system) - Optional, 2A-2200C (3 to 8-car group control system) - Optional
- **= Standard**
- **= Optional**
- **= Not applicable to 1C-2C**
- **= Not applicable

Actual colors may differ slightly from those shown. Please refer to the design guide for details and other designs.
### Features (2/2)

#### Operational and Service Features

- **Adhesive Service**: A service where an elevator can be operated using the buttons and non-touch controls for the operating panel, allowing smooth breaking (travelling) or stopping of the elevator.

- **Automatic Bypass**: A Fully loaded bypass call is in order to maintain maximum operational efficiency.

- **Automatic Hall Call Registration**: If a car cannot call all waiting passengers because its floor, another car will automatically go through the remaining passengers.

- **Backup Operation for Group Control Microprocessor**: Either a car or an elevator that automatically maintains elevator operation in the event that a multiprocessor or microprocessor in the group controller has failed.

- **Car Call Cancelling**: When a car responds to a floor call or all calls in the direction system remain unnatural in the other direction and misses them from the memory.

- **Car Fan Shut Off — Automatic**: If there are no calls for a specified period, the car ventilator will automatically turn off to conserve energy.

- **Continuity of Service**: A system which is requiring service is automatically withdrawn from group control operation and is improved group performance.

- **False Call Cancelling — Automatic**: If the number of registered car calls does not correspond to the car load, all calls are canceled to avoid unnecessary steps.

- **False Call Cancelling — Call Button Type**: If a writing button is pressed, it can be canceled by quickly pressing the same button again there.

- **Independent Service**: Exclusively where a car is withdrawn from group control operation for independent movement, such as maintenance or repair, and runs only in the car service.

- **Next Landing**: If the elevator doors open or shut 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 or Call Button Type**: To enhance security, service to specific floors can be disabled using the car operating panel so that the motion of the elevator is automatically stopped during emergency operation.

- **Non-service to Temporary Release for Car Call — Automatic**: To enhance security, non-call to 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**: To maintain or energy-saving measures, a car can be taken out of service temporarily with a switch (without or with a timer) mounted in a specified hall.

- **Out-of-service Remote**: 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 taken out of service.

- **Regenerative Converter**: Energy is reconverted, power is represented by traction machine or loading by other electrical systems in the building.

- **Return Operation**: Using a key switch, a car can be withdrawn from group control operation and called to a specified floor. The car will park at that floor when the doors are opened, and not accept any calls after independent operation begins.

- **Safe Landing**: For impact between floors due to elevator malfunctions, the control system 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**: To enhance security, 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**: Advisable for those customers who do not want their elevators operating as a single group.

- **Changeover Operation**: To enhance the effectiveness for buildings with multiple elevator. Floors, the floor designated as the “main floor” in a group control operation can be changed as necessary using a manual switch.

- **Main Floor Changeover Operation**: To conserve energy.

- **Main Floor Parking**: If available car always parks on the main floor, the floor open.

- **Special Car Priority Service**: Special floors, such as executive office elevators and elevators with service, are given higher priority to respond to hall calls. (Cannot be combined with hall position indicators.)

- **Special Floor Priority Service**: Special floors, such as floors with VIP rooms or executive offices, are given higher priority for service when a call is made on those floors. (Cannot be combined with hall position indicators.)

- **Up Peak Service**: To enhance security, service to specific floors can be disabled using the car operating panel.

#### Signal and Display Features

- **Control Panel**: A buzzer sounds to alert the passengers that the car is overloaded. The doors remain open until independent operations begin.

- **Display Panel**: A system which allows communication between passengers inside a car and the building’s system.

- **Electronic Announcement**: Electronic messages can be converted into audible messages. (The messages are assigned either on Car Announcement panels or in elevators.)

- **Electronic Announcement**: Electronic announcement functions include audio announcements. (The announcements are assigned either on Car Announcement panels or in elevators.)

- **Flash Hall Lantern**: A flat lantern, which corresponds to a car’s service direction, flashes to indicate that the car is about to arrive.

- **Hall Information Display**: The LCD 15.0-inch or 15.6-inch for car front panel shows the date and time, car position, direction and destination status messages. In addition, customized video images, video display at full screen or partial-screen formats.

- **Hall Position Indicator**: The 5.7-inch LCD for car operating panels shows the date and time, car position, travel direction and elevator status messages.

- **Intercom System**: A system which provides communication between passengers in a car and the building’s system.

- **Interfloor Communication**: A system which provides communication between passengers in a car and the building’s system.

- **Interfloor Prediction**: When a passenger has registered a hall call, the best car capable of responding to that call is immediately selected, the corresponding hall lantern lights up and a chime sounds once to indicate which floor(s) will be selected.

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Basic Specifications

Horizontal Dimensions

<table>
<thead>
<tr>
<th>Code number</th>
<th>Number of persons</th>
<th>Rated capacity (kg)</th>
<th>Rated speed (m/sec)</th>
<th>Door type</th>
<th>Entrance width (mm)</th>
<th>Car internal dimensions (mm)</th>
<th>Counterweight position</th>
<th>Minimum hoistway dimensions (mm)</th>
<th>Minimum machine room dimensions (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>P11</td>
<td>1</td>
<td>825</td>
<td>1.0</td>
<td>CO</td>
<td>1400×1750</td>
<td>Rear 2040×1986</td>
<td>Left</td>
<td>3050×1950</td>
<td>2820×1990</td>
</tr>
<tr>
<td>P13</td>
<td>1</td>
<td>1000</td>
<td>1.6</td>
<td>CO</td>
<td>1600×1600</td>
<td>Rear 2200×1772</td>
<td>Left</td>
<td>3200×2172</td>
<td>2400×2145</td>
</tr>
<tr>
<td>P14</td>
<td>1</td>
<td>1350</td>
<td>1.75</td>
<td>CO</td>
<td>1750×1750</td>
<td>Rear 2450×1775</td>
<td>Left</td>
<td>3500×2175</td>
<td>2600×2145</td>
</tr>
<tr>
<td>P17</td>
<td>1</td>
<td>1225</td>
<td>2.0</td>
<td>CO</td>
<td>2150×1750</td>
<td>Rear 2750×2094</td>
<td>Right</td>
<td>3950×2494</td>
<td>3050×2465</td>
</tr>
<tr>
<td>P18</td>
<td>1</td>
<td>1150</td>
<td>2.0</td>
<td>CO</td>
<td>2050×1750</td>
<td>Rear 2650×2094</td>
<td>Right</td>
<td>3850×2494</td>
<td>3050×2465</td>
</tr>
</tbody>
</table>

(Terms of the table)
- This table shows standard specifications with the freepor landing door and without 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.
- This table shows standard specifications without counterweight safety. Please consult our local agents for other specifications.

Vertical Dimensions

<table>
<thead>
<tr>
<th>Rated speed (m/sec)</th>
<th>Rated capacity (kg)</th>
<th>Maximum floor to floor height (m)</th>
<th>Maximum number of stops</th>
<th>Minimum overhead (mm)</th>
<th>Minimum pit depth (mm)</th>
<th>Minimum machine room clear height (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>825</td>
<td>36120</td>
<td>30</td>
<td>5140</td>
<td>1820</td>
<td>2200</td>
</tr>
<tr>
<td>1.0</td>
<td>1000</td>
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[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: This table shows standard specifications with the freepor landing door and without counterweight safety. Please consult our local agents for other specifications.
- *4: 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.

Hoistway Plan

Machine Room Plan Example

Elevation

Dimensional information shown here conforms to EN81-20/50 2014.
Important Information on Elevator Planning

Work Not Included in Elevator Contract

The following items are excluded from Mitsubishi Electric’s elevator installation work. Their details or conditions are to be confirmed to the statement of EN81-20/50: 2014, local laws or Mitsubishi Electric elevator's requirements, are therefore 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.
- Construction of an illuminated, ventilated and waterproofed hoistway.
- Architectural finishing of the machine room floor, and walls and floors in the vicinity of the entrance hall after installation has been completed.
- The provision of openings and supporting members as required for equipment installation.
- Separate beams, when the hoistway dimensions markedly exceed the specifications, intermediate beams and separator partitions when two or more elevators are installed.
- The provision of an emergency exit door, inspection door and pit access door, when required, and access to the doors.
- 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 Mitsubishi Electric's 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.
  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.
  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.
State-of-the-Art Factories…
For the Environment. For Product Quality.

Mitsubishi Electric elevators and escalators are currently operating in approximately 90 countries around the globe. Built placing priority on safety first, 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 Works and 13 overseas manufacturing factories are utilized in a global 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.

Eco Changes is the Mitsubishi Electric Group’s environmental statement, and expresses the Group’s stance on environmental management. Through a wide range of businesses, we are helping contribute to the realization of a sustainable society.

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