

**Shanghai Mitsubishi Elevator Co.,Ltd.**

Address: 811 Jiangchuan Road, Minhang, Shanghai, China

Tel : 021-24083030/64303030

Fax : 021-24083088

Post: 200245

**Overseas Business**

Tel : +86-21-24083482

Fax : +86-21-24083488

E-mail: overseasbiz@smec-cn.com



# LEHY-IB

LEHY Series Mini Machine Room Bed Elevator



[www.sme-cn.com](http://www.sme-cn.com)



规格如有变动 恕不另行通知  
Specifications subject to change without notice

2012年1月印刷(G8-C版)



## Sensitive and flexible Smooth and comfortable

LEHY-IIB, adopting the technique from LEHY-II by Mitsubishi, is specific designed for bed elevator used in hospitals. Integrating Mitsubishi VVVF drive control technique, intelligent power module technique (IPM) with data network control technique and other advanced technique from Mitsubishi, LEHY-IIB shall be no doubt the top masterpiece in the current elevator industry. LEHY-IIB bed elevator, relying on the persistent technical advantage from Misubishi, perfectly integrates intelligence, comfort, safety, energy efficiency with sensitivity and anti-jamming feature, and endows bed elevators with unparalleled riding quality. It receives worldwide unanimous compliment, and gets the admiration from various hospitals.

General  
Design  
Functions  
Specifications  
Civil



# Mitsubishi Core Technique Create International Outstanding Quality

## Intelligent—Flexible Riding Sensitive and anti-jamming

Use intelligent power module, internal swift protection circuit so that power module is protected effectively and the reliability of drive system is further improved. E1 board of IPM drive control circuit is directly connected to IPM module so that system anti-jamming ability is improved; all-digit control and motor drive, system control performance and its precision is further improved, which ensures the riding safety and comfort.

## Free—Space saving Convenient maintenance

Minimize the space of machine room (same as shaft section area), it not only saves the machine room, improves the construction utilization rate, but also reduces the influence on construction appearance caused by the machine room; Compared with those parts of machine-room-less elevator, the traction machine, control panel, governor of mini-machine-room elevator is more convenient and safer to repair. Use VVVF door machine without connection rod, and adopt double-closed-circuit control of velocity and current so as to make door open and close more smooth and more convenient to repair.

## Flexible—Satisfy the special requirements for hospitals

To satisfy different accessing requirements in hospital, flexible and various door open methods are alternative including door open at single side in shaft (1D-1G), door open at front and rear respectively in shaft (1D-2G) and front and rear perforation door open method; Mount re-leveling function for the convenience of accessing hospital beds, wheelchairs, trolley; Hospital used operation function is configured for emergent rescue of severely ill patients; Optionally mount elevator air conditioner, which completely changes the muggy condition inside the car.



LEHY Series Mini Machine Room

## Safe anti-jamming technique

Use data network control technique based on CANBUS (Field Bus) with highly efficient communication rate, large transmission amount. Various sub systems use independent micro processor. Only two connections are between various systems. Thus the safety, anti-jamming feature and flexibility of the system is unprecedentedly improved; use 32-bit high speed digit signal processor (DSP), FPGA chip and surface mounting technique (SMT); all digit control and motor drive improves the control performance and precision.

## Exact intelligent technique

Use elevator-used VVVF drive control technique, which realizes high speed, precise control on elevator operation. No matter how fast the elevator operation speed is, VVVF system can be always adjusted to best speed curve in light of human engineering, precisely adjust the rotary speed of the motor to ensure the start, run, stop operation of the elevator is completed smoothly and unconsciously, and well-performed leveling precision is provided. Even some part in frequency converter devices is broken, it is no need to replace the entire frequency converter due to the modular designed construction. Thus the maintenance cost is significantly reduced.

## High efficient energy saving technique

Permanent magnetic (PM) synchronous motor drive gearless traction machine, greatly improves the system efficiency, reduces the energy consumption, and also reduces the noise in machine room. That no need for lubrication is environmental protection. Lower noise, lower vibration, combined with micro network control vector frequency adjusting method, make the elevator operate smoother and quieter; It also combines with drive circuit with high efficiency so that the efficiency is increased and energy consumption is decreased and the pollution probability caused by the penetration of traditional traction machine gear oil is also avoided, the operation is more economical. Able to select energy feedback technique based on double PWM control, it can not only feedback regenerated power to the grid perfectly so that significant power is saved and make the inputting power supply under control, and greatly reduces the pollution caused by harmonic wave from power supply. After energy feedback feature is selected, the governor of the elevator will be control in light of the current, which significantly reduces the noise when the governor is closed.



Permanent magnetic (PM) gearless traction machine

Standard Car



**LEHY-IIB**  
LEHY Series Mini Machine Room Bed Elevator

With various different style, simple and bright decoration, soft color can effectively relieve passengers' tense feeling; special large car and heightened ceiling are more suitable for transportation.

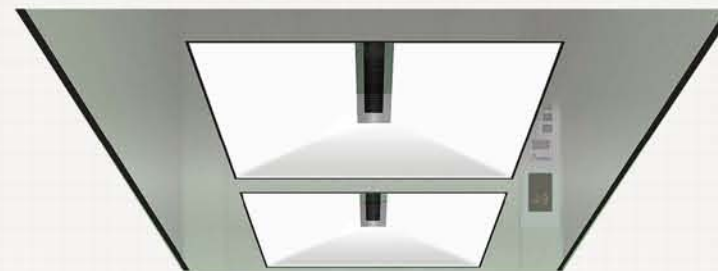
|                       |  |
|-----------------------|--|
| Car Ceiling           | CN-10S   |
| Car Ceiling Plate     | Coated Steel Plate   |
| Lighting              | Lighting through milky white translucent panel                                   |
| Ventilation Device    | Center ventilation (longitudinal arrangement for ventilation)                    |
| Car Door And Car Wall | Coated Steel Plate<br>Hairline Stainless Steel<br>Colourful hairline steel plate |
| handrail              | three sides<br>flank side<br>Hairline Stainless Steel                            |
| Floor                 | PVC Real Stone Floor<br>Nara rubber floor  |

Car Ceiling



**CL-11**

|                   |   |
|-------------------|---|
| Car Ceiling       | CL-11   |
| Car Ceiling Plate | Coated Steel Plate  |
| Lighting          | Lighting through milky white translucent panel<br>mount the air conditioner exclusively used by elevator, used by elevator. |



**BIII-DX1**

|                    |   |
|--------------------|---|
| Car Ceiling        | BIII-DX1  |
| Car Ceiling Plate  | Hairline Stainless Steel  |
| Lighting           | Lighting through milky white translucent panel,<br>shape the triangle arch ceiling decorated by<br>rhombus graph in the center. |
| Ventilation Device | Center ventilation (longitudinal arrangement<br>for ventilation)  |



**BIII-DX2**

|                    |  |
|--------------------|--|
| Car Ceiling        | BIII-DX2   |
| Car Ceiling Plate  | Stainless Steel Mirror   |
| Lighting           | Lighting directly by the spot light at two sides<br>through U shape milky white translucent panel. |
| Ventilation Device | Center ventilation (Horizontal arrangement<br>for ventilation)                                     |

The pictures are made by computer and the actual elevator color may differ slightly.

Landing door & door jamb



E-102 Narrow Jamb

|                          |  |
|--------------------------|--|
| Jamb                     | Stainless Steel Hairline ,Coated Steel Plate |
| Hall door                | Stainless Steel Hairline ,Coated Steel Plate |
| Hall Position Indicators | ZPIM-H610                                    |

\* Color is selected according to decoration color board of SMEC.

E-302 Splayed Jamb (10°)

|                          |  |
|--------------------------|--|
| Jamb                     | Stainless Steel Hairline ,Coated Steel Plate |
| Hall door                | Stainless Steel Hairline ,Coated Steel Plate |
| Hall Position Indicators | ZPID-H110                                    |

\* Color is selected according to decoration color board of SMEC.

Car Operating Panel



Handicapped Control Panel



ZCBT-F050

Decoration Type of Operation Panel in Car

| Specification | Panel           | Button  | Display         | Note |
|---------------|-----------------|---|-----------------|------|
| ZCBE-H110     | stainless steel | stainless steel round button, emitting                        | LED Dot display |      |
| ZCBE-C110     |                 |   |                 |      |
| ZCBT-H110     |                 | Metal matted round button(mix Braille), emitting orange light |                 |      |

Decoration Type of Operation Panel in Car

| Specification | Panel           | Button  | Display                                       | Note                     |
|---------------|-----------------|---|---|--------------------------|
| ZCBD-H210     | stainless steel | Round White Resin Button, Emitting White                      | 5.7 inches high resolution TFT liquid crystal |                          |
| ZCBM-H610     |                 | stainless steel round button, emitting Polychromatic light    | 8.4 inches liquid crystal display             |                          |
| ZCBT-F050     |                 | Metal matted round button(mix Braille), emitting orange light | NON   | 轮椅操纵箱, 非标且未配置SCS-IC功能时适用 |

The pictures are made by computer and the actual elevator color may differ slightly.

Hall Position Indicators



Decoration type of Landing Call Button

| Specification | Panel          | Button  | Display         | Note  |
|---------------|----------------|---|-----------------|---|
| ZPIE-C110     | tainless steel | stainless steel round button, emitting                        | LED Dot display |   |
| ZPIE-C120     |                |   |                 | Applicable for Operation System other than 1C-2BC |
| ZPIT-H110     |                | Metal matted round button(mix Braille), emitting orange light |                 |   |
| ZPIT-H120     |                |   |                 | Applicable for Operation System other than 1C-2BC |

Decoration type of Landing Call Button

| Specification | Panel          | Button   | Display                               | Note  |
|---------------|----------------|--|---------------------------------------|---|
| ZPID-H110     | tainless steel | Round White Resin Button, Emitting White light   | LED Dot display                       |   |
| ZPID-H120     |                |  |                                       | Applicable for Operation System other than 1C-2BC   |
| ZPIM-H610     |                | stainless steel round button, emitting           | 5.7 inches high resolution TFT liquid |   |
| ZPIM-H620     |                |  |                                       | Applicable for Operation System other than 1C-2BC   |
| ZPIT-F110     |                | Metal matted round button(mix Braille), emitting | LED Dot display                       | Non-standard. Applicable for wide car   |
| ZPIT-F120     |                |  |                                       | Non-standard. Applicable when wheel chair Operation Panel is configured and the Operation |

The pictures are made by computer and the actual elevator color may differ slightly.

Feature

| Code                        | Feature Name                               | Feature Description  | 1C-2BC | 2C-SM21 | 3-4CITS-21 |
|-----------------------------|--|--|--------|---------|------------|
| <b>Control and security</b> |  |  |        |         |            |
| ARL                         | Automatic Landing with Rheostatic Leveling | When the elevator is arriving at the landing and vertical deviation between car sill upper plane and landing sill upper plane exceeds the preset value, it will perform automatic landing. | Ⓢ      | Ⓢ       | Ⓢ          |
| AST                         | Anti-Stall Timer                           | After taking off a brake or occurring motor lock rotation, when the predetermined time has passed since a car ran at very slow speed, the car stops for safety of passenger.               | Ⓢ      | Ⓢ       | Ⓢ          |
| BTUP                        | Battery Trouble Operation                  | When the elevator double-brake goes wrong, the one-sided braking feature can also carry out the braking function.  | Ⓢ      | Ⓢ       | Ⓢ          |
| EFDBK                       | Energy Feed Back                           | Feed back the energy generated by elevator down-traveling to the power supply network.   | ⓪      | ⓪       | ⓪          |
| ESC                         | Electrical Safety circuit Protection       | Once the serial-connected electrical safety device activates, the elevator running stops.  | Ⓢ      | Ⓢ       | Ⓢ          |
| HAND                        | Hand Operation                             | The overhaul operation mode used by maintenance personnel.   | Ⓢ      | Ⓢ       | Ⓢ          |
| LWS                         | Load Weighing Start                        | The car may safely and smoothly start up by adjusting starting torque according to the load in the car.  | Ⓢ      | Ⓢ       | Ⓢ          |
| OCP                         | Over-current Protection                    | When the converter or inverter current is detected beyond its allowed value, stop the elevator.  | Ⓢ      | Ⓢ       | Ⓢ          |
| OSP                         | Over-speed Protection                      | When the running speed is detected beyond its allowed value, stop the elevator.  | Ⓢ      | Ⓢ       | Ⓢ          |
| OTP                         | Over-temperature Protection                | When Detecting the motor heat is too high, stop the elevator.  | Ⓢ      | Ⓢ       | Ⓢ          |
| OVP                         | Over-voltage Protection                    | When the converter or inverter voltage is detected beyond its allowed value, stop the elevator.  | Ⓢ      | Ⓢ       | Ⓢ          |
| PFPP                        | Power Failure Protection                   | When it occurs the errors like phase open or undervoltage of the power supply, stop the elevator.  | Ⓢ      | Ⓢ       | Ⓢ          |
| PORL                        | Power-On Releveling                        | If a car stops at a door zone due to the failure of normal power, the car will relevel to secure the floor level with the doors open after the normal power has recovered.                 | Ⓢ      | Ⓢ       | Ⓢ          |
| RSP                         | Reverse Run Protection                     | When detecting the elevator moving in the reverse direction, stop the elevator.  | Ⓢ      | Ⓢ       | Ⓢ          |
| SC                          | Selector Correction                        | Make correction to the selector while the elevator is running.   | Ⓢ      | Ⓢ       | Ⓢ          |
| SFL                         | Safe Landing                               | When the car stops between floors due to power failure or malfunction, the controller will perform a safety check and the car will be dispatched to the nearest or designated floor.       | Ⓢ      | Ⓢ       | Ⓢ          |
| SO                          | Stop Open                                  | When a car lands at a hall, the car will start opening after the car stops fully.  | Ⓢ      | Ⓢ       | Ⓢ          |
| THMF                        | Abnormal condition for temperature         | To detect the temperature of the inverter radiator.  | Ⓢ      | Ⓢ       | Ⓢ          |
| TSD                         | Terminal Slowdown Device                   | If the speed of the car fails to decrease lower than the given value as it reaches the terminal, the system will slowdown the car coercively to secure normal landing.                     | Ⓢ      | Ⓢ       | Ⓢ          |
| USP                         | Under Speed Protection                     | When detecting the operation speed lower than the allowed value, stop the elevator.  | Ⓢ      | Ⓢ       | Ⓢ          |

**Operation and service**

|                     |  |  |   |   |   |
|---------------------|--|--|---|---|---|
| ABP                 | Automatic Bypass                             | When the carload exceeds 80% of rated load, it ignores other hall calls automatically to avoid useless stop and increases the efficiency of car traveling.   | ⓪ | ⓪ | ⓪ |
| AS                  | Attendant Service                            | The elevator will be operated by an attendant.   | ⓪ | ⓪ | ⓪ |
| CCBK                | Car Computer Back Up Operation               | When the car station has been troubled, the car will stop at the nearest floor and is unable to restart.   | Ⓢ | Ⓢ | Ⓢ |
| CCC                 | Reversal Car Call Canceling                  | Under full-automatic mode, when a car finally responds to the last car call, all other registered car calls behind the car service direction will be cancelled simultaneously.   | Ⓢ | Ⓢ | Ⓢ |
| CLO-A/CFO-A         | Car Fan/Light Shut Off - Automatic           | Car fan will be cut off automatically if no more calls are registered during the predetermined time to effect energy saving and to lengthen the life-span of car fan/light.  | ⓪ | ⓪ | ⓪ |
| COS                 | Continuity of Service                        | In order to assure the continuity, when a car cannot respond to the registered hall calls, it will be excluded from the assignment of hall calls and the other car in the group control will be assigned to those calls. | — | Ⓢ | Ⓢ |
| EAC <sup>*1</sup>   | Elevator Air Conditioner                     | Air conditioner for elevator car.  | ⓪ | ⓪ | ⓪ |
| efd                 | Elevator Fault Self Diagnosis                | Implement self diagnosis for faults during the elevator operation.   | Ⓢ | Ⓢ | Ⓢ |
| EXIT SW             | EXIT Switch for Hoistway                     | The switch for emergency exit status-detecting.  | ⓪ | ⓪ | ⓪ |
| FCC-A <sup>*2</sup> | False Call Canceling - Automatic             | When the load(number of passengers) in the car is inconsistent with the number of registered car calls, all car calls will be cancelled automatically in order to avoid traffic inefficiency.                            | ⓪ | ⓪ | ⓪ |
| FCC-P <sup>*3</sup> | False Call Canceling - Car Button type       | Cancellation of false car call can be done by simply pressing the same car button two more times to cancel the call registration.  | ⓪ | ⓪ | ⓪ |
| FHC-P               | False Hall Call Canceling - Hall Button type | Cancellation of false hall call can be done by simply pressing the same hall button two more times to cancel the call registration.  | ⓪ | — | ⓪ |
| FMR                 | Floor Height Auto Measurement                | Automatically measure and save the floor height.   | Ⓢ | Ⓢ | Ⓢ |

Feature

| Code                         | Feature Name                                    | Feature Description  | 1C-2BC | 2C-SM21 | 3-4CITS-21 |
|------------------------------|---|--|--------|---------|------------|
| <b>Operation and service</b> |   |  |        |         |            |
| FSAT                         | Automatic Hall Call Registration                | If the group operation detects a fully loaded car that is not able to service all the waiting passengers, then it automatically registers a hall call for that floor.  | Ⓢ      | Ⓢ       | Ⓢ          |
| GCBK                         | Group Control Back up Operation                 | When the transmission between the group control and car control is failed, the elevator service can be maintained.   | —      | —       | Ⓢ          |
| HCBK                         | Hall Computer Back up Operation                 | When the hall station has been troubled, the car will stop at the nearest floor and is unable to restart.  | Ⓢ      | Ⓢ       | Ⓢ          |
| HE-B                         | Hospital Emergency - Block Sign                 | By pressing the Door Open button and the DKO-TB button simultaneously, the elevator will respond only to the car call.   | Ⓢ      | Ⓢ       | Ⓢ          |
| HOS                          | Hall Out-of-Service Switch                      | RUN/STOP operation of an elevator can be controlled by using a timer installed in the specified elevator hall.   | Ⓢ      | Ⓢ       | Ⓢ          |
| IND                          | Independent Operation                           | Using the "IND" switch in the operation panel, the elevator will be excluded from group control without stop service, and only respond to car calls while cancel hall calls.   | —      | Ⓢ       | Ⓢ          |
| NS <sup>*1</sup>             | Non-Service to Specific Floor - Switch Type     | Elevator service for a specified floor is temporarily suspended by operating this switch.  | ⓪      | ⓪       | ⓪          |
| NS-CB <sup>*4</sup>          | Non-Service to Specific Floor - Car Button Type | By operating the button and setting switch on the operation panel, elevator service for a specified floor can be cancelled.  | ⓪      | ⓪       | ⓪          |
| NST <sup>*5</sup>            | Not Start Operation                             | When the car cannot start to respond the registered hall or car calls for a predetermined period, the car will be excluded from the group control and the assigned hall call will be cancelled, but the car calls can be registered, the abnormal lamp will be illuminated and the abnormal bell will ring on the supervisory board. | Ⓢ      | Ⓢ       | Ⓢ          |
| NXL                          | Next Landing                                    | If the elevator arrives at a floor and are prevented from fully opening, the doors will close. The elevator will then move to another floor. When the doors is fully opened at that floor, the elevator will resume normal operation.  | Ⓢ      | Ⓢ       | Ⓢ          |
| OLH                          | Overload Holding Stop                           | The elevator will hold its operation with door opened at the floor and an audible signal will sound when the load in the car reaches the designed figure.  | Ⓢ      | Ⓢ       | Ⓢ          |
| RCS <sup>*6</sup>            | Remote-Control Car Stop                         | An elevator in the group control system will be remotely controlled by operating RCS switch.   | ⓪      | ⓪       | ⓪          |
| RET <sup>*6</sup>            | Return Operation                                | This feature will return a car to the specified floor immediately. A switch will be provided for each elevator in the supervisory board.   | ⓪      | ⓪       | ⓪          |
| SCS-B <sup>*7</sup>          | Secret Call Service - Car Button Type           | Registration of car calls of the specified floor are restricted and these floors can be accessed only by entering a secret code using the car call buttons in the car operating panel.   | ⓪      | ⓪       | ⓪          |
| SCS-IC <sup>*1</sup>         | Secret Call Service - IC Type                   | Some specified floors can only be accessed by entering a IC Card in the operating panel.   | ⓪      | ⓪       | ⓪          |

**Emergency operation**

|                        |  |  |   |   |   |
|------------------------|--|--|---|---|---|
| ECL                    | Emergency Car Lighting                                     | When normal lighting power supply fails, emergency car lighting is provided.   | Ⓢ | Ⓢ | Ⓢ |
| EER-S <sup>*1</sup>    | Earthquake Emergency Return Operation-S wave               | When an earthquake is detected by the earthquake sensor, the running elevator will stop at the nearest landing with door open securing the passenger's safety and prohibiting further operation of the elevator.                             | ⓪ | ⓪ | ⓪ |
| ELD <sup>*8</sup>      | Emergency Landing  | When normal power supply fails, the elevator will be powered by its rechargeable battery to allow the car to land at the nearest floor, then open the car door to let passenger leave safely.  | ⓪ | ⓪ | ⓪ |
| EMB                    | Emergency Bell   | When emergency happens, by pressing the bell button, the alarm bell and interphone will ring.  | Ⓢ | Ⓢ | Ⓢ |
| FE <sup>*9</sup>       | Fireman's Emergency Operation                              | When a fire happens, fireman switch actions, a car returns to the predetermined evacuation floor, then door opens canceling all calls from landings or car, the car is available for fireman's use.  | ⓪ | ⓪ | ⓪ |
| FER <sup>*9</sup>      | Fire Emergency Return                                      | When a fire breaks out, the running elevator will stop at the predetermined evaluation floor with door open canceling all calls from landings or cars so as to secure the passenger's safety and prohibit further operation of the elevator. | ⓪ | ⓪ | ⓪ |
| OEPS-SA <sup>*10</sup> | Operation by Emergency Power Source - Sole Auto            | When power failure occurs, emergency power should be supplied to keep the car operation and secure passengers in accordance with the automatic command.  | ⓪ | ⓪ | ⓪ |
| SMOS-II                | Shanghai Mitsubishi Elevator Monitoring and Control System | The system monitors the elevator operation and position via personal computer and provides operation instruction when necessary.   | ⓪ | ⓪ | ⓪ |

**Door operation**

|      |                                  |   |   |   |   |
|------|----------------------------------|---|---|---|---|
| CLTS | Door Close Limit Switch on Start | When the closing car door is obstructed from closing by objects, the doors will reopen. | Ⓢ | Ⓢ | Ⓢ |
| DAH  | Direction Arrows on Hall         | These arrows display the service direction of the elevator at the elevat or hall.       | Ⓢ | Ⓢ | Ⓢ |
| DCR  | Door-Close Button Response Light | Door Close Response Light will be illuminated if door-close button is pressed.          | Ⓢ | Ⓢ | Ⓢ |



# Feature

| Code                       | Feature Name  | Feature Description   | 1C-2BC | 2C-SM21 | 3-4CITS-21 |
|----------------------------|---|---|--------|---------|------------|
| <b>■ Door operation</b>    |   |   |        |         |            |
| DDOP                       | Double Door Operation                               | When the car stops with its doors opening and has no call for running direction and the hall call of opposite direction at the same floor has been registered, the elevator doors will reopen after its closing.  | Ⓢ      | Ⓢ       | Ⓢ          |
| DKO-TB                     | Extended Door Open Button                           | Press the extended door open button to keep the doors open for a predetermined time.  | ⓪      | ⓪       | ⓪          |
| DLD                        | Door Load Detector                                  | When there is an excessive load on the doors or other interference with door operation, door direction will be reversed for preventing damage or injury.  | Ⓢ      | Ⓢ       | Ⓢ          |
| DONG                       | Not Door Open Feature                               | If the malfunction is detected while doors opening, the doors will start its closing immediately.   | Ⓢ      | Ⓢ       | Ⓢ          |
| DOT                        | Automatic Door-Open Time Adjustment                 | The feature automatically adjusts the non-interference time in accordance with call conditions on each floor whether the car stops by car or hall call.   | Ⓢ      | Ⓢ       | Ⓢ          |
| DTC                        | Door Close Torque Control                           | When the closing car door meets with extra obstruction force, the door system will automatically increase the torque.   | Ⓢ      | Ⓢ       | Ⓢ          |
| EDC                        | Expediting of Door-Close                            | By pressing the Door Close button, the Door Closing Operation is immediately activated, and thus the traffic efficiency is improved.  | Ⓢ      | Ⓢ       | Ⓢ          |
| KNDG                       | Door Nudging Feature without Buzzer                 | In case doors are being held open for an excessive time, the feature will be activated to neglect the non-contact type door sensor function and doors are forced to close.  | Ⓢ      | Ⓢ       | Ⓢ          |
| MBS                        | Multi-Beam Door Sensor                              | Safety edge with light beam screen. By double protection via light beam screen and safety edge, this sensor immediately reopens the closing doors when a beam of infrared light passing across the door opening of the car is interrupted by passengers or objects. | ⓪      | ⓪       | ⓪          |
| NDG <sup>*11</sup>         | Door Nudging Feature                                | In case doors are being held open for an excessive time, the elevator generates alarm sound to remind passenger and tried closing doors.  | ⓪      | ⓪       | ⓪          |
| RDC                        | Repeated Door-Close                                 | In case the elevator doors can not be closed completely, the doors will repeat its door-closing action in order to take off the obstruction.  | Ⓢ      | Ⓢ       | Ⓢ          |
| ROHB                       | Reopen by Hall Button                               | While the elevator doors are closing, it is possible to re-open by pressing the hall call button of the same direction.   | Ⓢ      | Ⓢ       | Ⓢ          |
| <b>■ Signaland Display</b> |   |   |        |         |            |
| AAN-S01 <sup>*12</sup>     | Voice Announcer(In Chinese)                         | The voice announcer informs passengers of the elevator-related information (in Chinese )  | ⓪      | ⓪       | ⓪          |
| AAN-S02 <sup>*12</sup>     | Voice Announcer(In Chinese or English)              | The voice announcer informs passengers of the elevator-related information (in Chinese or English)  | ⓪      | ⓪       | ⓪          |
| AAN-S03 <sup>*12</sup>     | Voice Announcer(In English)                         | The voice announcer informs passengers of the elevator-related information (in English)   | ⓪      | ⓪       | ⓪          |
| AECC <sup>*13</sup>        | Car Arrival Chime on Car                            | An electric chime sounds to inform waiting passengers of the elevator arrival.(the electric chime is mounted on top and bottom of the car)  | ⓪      | ⓪       | ⓪          |
| AUTL <sup>*14</sup>        | Automatic Operation Signal Light (Hall)             | Automatic Operation Signal Light indicates the car is operating under fully automatic operation.  | ⓪      | ⓪       | ⓪          |
| BA <sup>*15</sup>          | BA Signal Interface Device                          | The basic operation state signals can be output through the device.   | ⓪      | ⓪       | ⓪          |
| BPL <sup>*14</sup>         | Bypass Signal Light (Hall)                          | Bypass Signal Light is illuminated to indicate the car is in automatic-bypass operation.  | ⓪      | ⓪       | ⓪          |
| DAC                        | Direction Arrows in Car                             | These arrows display the service direction of the elevator in the car.  | Ⓢ      | Ⓢ       | Ⓢ          |
| DAH                        | Direction Arrows on Hall                            | These arrows display the service direction of the elevator at the elevat or hall.   | Ⓢ      | Ⓢ       | Ⓢ          |
| DCR                        | Door-Close Button Response Light                    | Door Close Response Light will be illuminated if door-close button is pressed.  | Ⓢ      | Ⓢ       | Ⓢ          |
| DOL                        | Door-Open Button Response Light                     | In order to show location of the door-open-button, this door-open-response-light will be illuminated while the car interior light turned off.   | Ⓢ      | Ⓢ       | Ⓢ          |
| EMIDS-C <sup>*1</sup>      | Elevator Multimedia Information Display System-Car  | Offer the passengers audio and video information.(Installed in car)   | ⓪      | ⓪       | ⓪          |
| EMIDS-H <sup>*1</sup>      | Elevator Multimedia Information Display System-Hall | Offer the passengers audio and video information.(Installed in Hall)  | ⓪      | ⓪       | ⓪          |
| EXCL                       | Excluding Operation Signal Light                    | Excluding Operation Signal Light indicates that the car is in exclusive operation.  | Ⓢ      | Ⓢ       | Ⓢ          |
| FE-CP <sup>*16</sup>       | Fireman's Emergency Operation - Complete            | The fireman's emergency operation is activated,the elevator runs to specified return floor, then the elevat or outputs an in-place indicating signal.   | ⓪      | ⓪       | ⓪          |
| FELC <sup>*17</sup>        | FE Operation Signal Lamp in Car                     | When the elevator gets into FE operation status, the signal lamp in the car will indicate the status.   | ⓪      | ⓪       | ⓪          |
| FER-CP <sup>*18</sup>      | Fire Emergency Return - Complete                    | After the operation of fire emergency return is over, a completion signal is output.  | ⓪      | ⓪       | ⓪          |
| GC <sup>*13</sup>          | Approaching Gong or Chime (car)                     | The Approaching Gong or Chime prompts passengers in the car of the arrival floor (The Chime is mounted at top and bottom of the car)  | ⓪      | ⓪       | ⓪          |
| ITP <sup>*19</sup>         | Interphone  | The interphone system allows intercommunication between the passenger in the car and the people in the machine room or supervisory room.  | Ⓢ      | Ⓢ       | Ⓢ          |
| ITV <sup>*20</sup>         | ITV Cable   | The cable used for video camera installed in the car for user to monitor the real image in the supervisory room.  | ⓪      | ⓪       | ⓪          |

# Feature

| Code                           | Feature Name  | Feature Description   | 1C-2BC | 2C-SM21 | 3-4CITS-21 |
|--------------------------------|---|---|--------|---------|------------|
| <b>■ Signaland Display</b>     |   |   |        |         |            |
| ITV-S <sup>*21</sup>           | With video camera supervision                       | When only video camera supervision is configured or the selected SMOS configures camera supervision feature, Shanghai Mitsubishi provides cables in the corresponding machine room, hoistway and car.   | ⓪      | ⓪       | ⓪          |
| OEPS-CP <sup>*22</sup>         | Operation by Emergency Power Source (Auto)-Complete | After the operation by emergency power source is over, a completion signal is output.   | ⓪      | ⓪       | ⓪          |
| OLHL                           | Overload Holding Stop Light (Car)                   | When the car reaches is overloaded, the overload light will be illuminated.   | ⓪      | ⓪       | ⓪          |
| PRS                            | Prevention of Simultaneous Running                  | When two cars neighbored each other run simultaneously in the express zone, noise sound in cars is increased. To avoid this,it prevents such kind of running of cars.   | —      | —       | ⓪          |
| RESL <sup>*14</sup>            | Rest Signal Light (Hall)                            | Rest Signal Light indicates the elevator can't be used.   | ⓪      | ⓪       | ⓪          |
| <b>■ Group Control Feature</b> |   |   |        |         |            |
| CFS                            | Congested-Floor Service                             | In order to resolve temporary congestion of floors where conferences or meetings are held, cars will be intensely assigned to handle the high demand.   | —      | —       | ⓪          |
| FFS                            | Forced Floor Stop                                   | The feature forces a car to stop at the specified floor regardless of a registered car or hall call.  | ⓪      | ⓪       | ⓪          |
| MFP                            | Main Floor Parking                                  | When not in use, the car is automatically dispatched to the main floor and park there.  | ⓪      | —       | ⓪          |
| OHS                            | Off-Hour Spotting                                   | Group controlled elevators are automatically dispersed to park during off-hours to the main floor and intermediate floors.  | —      | Ⓢ       | Ⓢ          |
| PTC                            | Peak Traffic Control                                | When upward traffic from the main floor is relatively crowded, cars will be dispatched with priority to the main floor. When downward traffic towards the main floor is relatively crowded, cars will be dispatched with priority to the top floor. | —      | —       | Ⓢ          |
| TFS                            | Main Floor Change over Operation                    | The main dispatching floor can be changed by the TFS switch.  | ⓪      | ⓪       | ⓪          |
| VIP-S <sup>*23</sup>           | VIP Operation                                       | A predetermined car is operated separately from group operation for VIP service.  | —      | ⓪       | ⓪          |

Note:

\*1、 Non-standard.

\*2、 When landing stops ≥ 6 and SCS-IC is not configured to be applied.

\*3、 SCS-IC is not configured to be applied.

\*4、 When more than two units are parallel connected or in group control, service floors of all landings shall be unanimous.

\*5、 The abnormal signal output the SWOS-II.

\*6、 Either RCS or RET can be selected, customer or SMOS-II shall provide a dry contact signal to control panel.

\*7、 Not applicable to 2D2G.

\*8、 The adjacent landing interval: When the speed is 1m/s, the interval is less than 16m, others should be less than 20m.

\*9、 Either FE or FER can be selected. It should be considered that the elevator can return from the top floor to the evacuation floor within 60 seconds.

\*10、 Customers should provide the normal open dry contact signal of normal and backup power supply, in addition, also should provide the dry contact signal of manual control. These signals should be provided by Customers to machine room control cabinet.

\*11、 Applicable when voice announcement device for landing arrival is used.

\*12、 Either AAN-S01, AAN-S02 or AAN-S03 can be selected.

\*13、 Either AECC or GC can be selected.

\*14、 Either AUTL, BPL or RESL can be selected.

\*15、 BA output, collector open output: the output signals are up stroke, down stroke, comprehensive trouble, landing encoding signal: the output terminals are seated the control cabinet of the machine room. No RS232/RS458 output.

\*16、 Standard feature when FE-CP is configured, output from control panel.

\*17、 Selectable when FE is configured.

\*18、 Standard feature when FER is configured, output from control panel.

\*19、 The cable from machine room to monitoring room and its installation should be handled by customer.

\*20、 Either ITV or ITV-S can be selected but cannot be selected together.

\*21、 SMOS-II and configured with monitor supervision feature, either ITV or ITV-S can be selected.

\*22、 Optional when OEPS-SA.

\*23、 Non-standard.Applicable for operation system 3C-ITS-21,4C-ITS-21,other than 2D2G.

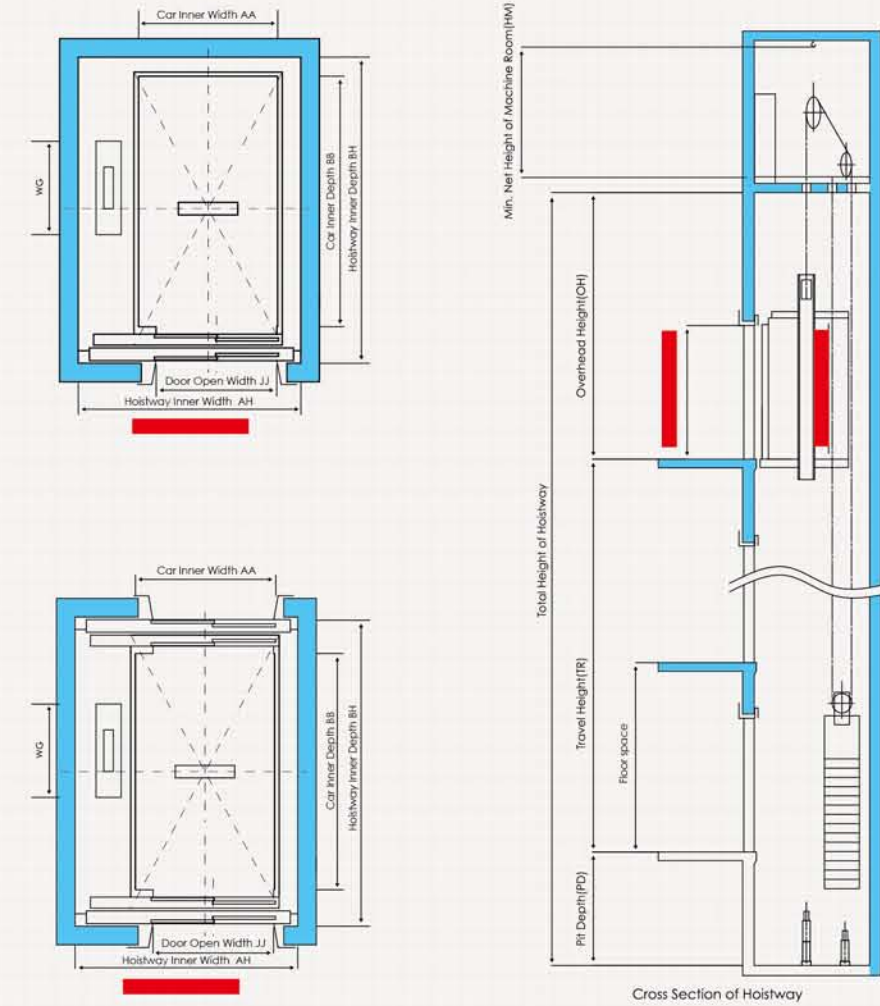
Basic Specifications

| Item                     | Specification Content  |          |          |         | Remark  |
|--------------------------|--|----------|----------|---------|---|
| Speed (m/s)              | 1.0  | 1.6      | 1.75     | 2.0     |   |
| Load Capacity (kg)       | 1800   | 1800     | 1800     |         |   |
|                          | 1600   | 1600     | 1600     | 1600    |   |
| Lifting Height (m)       | 2.6 - 55   | 2.6 - 80 | 2.6 - 80 | 2.6-105 |   |
| Landing No. (Landing)    | 2 - 18   |          |          |         |   |
|                          | 2 - 28   | 2 - 28   | 2 - 28   | 2-32    | Door open method is 1D1G or operation method is 1C-2BC            |
|                          | 2 - 28   | 2 - 28   | 2 - 28   | 2-32    | Door open method is 1D2G or operation method is 2C-SM21,3C-ITS-21 |
|                          | 2 - 24   | 2 - 24   | 2 - 24   | 2-32    | Door open method is 2D2G or operation method is 2C-SM21,3C-ITS-21 |
|                          | 2 - 24   | 2 - 24   | 2-32     | 2-32    | Door open method is 1D2G or operation method is 4C-ITS-21         |
| Control Method           | VFG-L  |          |          |         |   |
| Operation Method         | 1C-2BC,2C-SM21,3C-ITS-21,4C-ITS-21   |          |          |         |   |
| CWT position             | Side mounted   |          |          |         |   |
| Safety gear of SWT       | Not configured   |          |          |         |   |
| Door system              | LV1K-1-2S  |          |          |         |   |
| Door Open Method         | Two panel type,Center open mode  |          |          |         |   |
| Door Open Direction      | Left opening,right opening   |          |          |         | Two panel type  |
| Door Open Type           | 1D1G   |          |          |         |   |
|                          | 1D2G,2D2G  |          |          |         | Non-standand for 1D2G,2D2G  |
| Dynamic Power Supply     | 380V50Hz 3-phase-5-line  |          |          |         |   |
| Lighting Power Supply    | 220V50Hz single phase  |          |          |         |   |
| Min. Landing Height (mm) | 2600   |          |          |         | Seller will supply the nosing if it is selected                   |
|                          | 2800   |          |          |         | Buyer should supply the concrete nosing if it is selected         |
| Landing Display Scope    | B,B1,B2,B3,G,M,-1,-2,-3,<br>1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,<br>19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,<br>34,35,36,37,38,39,40,41,42,43,44,45,46,47,48 |          |          |         |   |

Performance Index

| Item  | Performance Index        | Note                            |
|---|--------------------------|---------------------------------|
| Leveling accuracy absolute value (mm)                     | < 10                     |                                 |
| Horizontal movement vibration p-palue(cm/s <sup>2</sup> ) | < 15                     |                                 |
| Verbical movement vibration p-palue(cm/s <sup>2</sup> )   | < 25                     |                                 |
| Noise inside car during movement (dB(A))                  | < 55                     |                                 |
| Door open/close noise inside car (dB(A))                  | < 57                     |                                 |
| Door open/close noise at hall station (dB(A))             | < 59                     |                                 |
| Noise in marchine room(dB(A))                             | < 75                     |                                 |
| startup frequency(times/hours)                            | 120                      | When Speed is 1.0m/s            |
|   | 180                      | When Speed is 1.6m/s or 1.75m/s |
| technical standard adopted                                | GB7588-2003,GB10060-1993 |                                 |

Civil



| Item                           | Specification Content |        | Note                            |
|--------------------------------|-----------------------|--------|---------------------------------|
| Load(kg)                       | 1600                  | 1800   |                                 |
| Car Inner Width AA(mm)         | 1500                  | 1500   |                                 |
| Car Inner Depth BB(mm)         | 2300                  | 2500   |                                 |
| 导轨中心到轿厢地坎距EE(mm)               | 1135.5                | 1235.5 | 双折单开时                           |
|                                | 1326                  | 1426   | 双折贯通时                           |
|                                | 1128.5                | 1228.5 | 中分单开时                           |
|                                | 1312                  | 1412   | 中分贯通时                           |
| Door Open Width JJ(mm)         | 1200                  | 1200   | 双折开门                            |
|                                | 1100                  | 1100   | 中分开门                            |
| Door Open High HH(mm)          | 2100                  | 2100   |                                 |
| 轿厢导轨距BG(mm)                    | 1680                  | 1680   |                                 |
| Top Landing Height OH(mm)      | ≥ 4500                | ≥ 4500 | When Speed is 1.0m/s            |
|                                | ≥ 4650                | ≥ 4650 | When Speed is 1.6m/s or 1.75m/s |
|                                | ≥ 4700                |        | When Speed is 2.0m/s            |
| Pit Depth PD(mm)               | ≥ 1350                | ≥ 1350 | When Speed is 1.0m/s            |
|                                | ≥ 1450                | ≥ 1450 | When Speed is 1.6m/s or 1.75m/s |
|                                | ≥ 1650                |        | When Speed is 2.0m/s            |
| CWT Guiderail Distance WG (mm) | 1350                  | 1350   |                                 |
| 对重宽度WW(mm)                     | 210                   | 210    |                                 |
| Hoistway Inner Width BH(mm)    | ≥ 2300                | ≥ 2300 | 双折开门                            |
|                                | ≥ 2500                | ≥ 2500 | 中分开门                            |
| Hoistway Inner Depth BH(mm)    | ≥ 2800                | ≥ 3000 | 双折单开时                           |
|                                | 2944                  | 3144   | 双折贯通时                           |
|                                | ≥ 2750                | ≥ 2950 | 中分单开时                           |
|                                | 2854                  | 3054   | 中分贯通时                           |
| 机房内宽AM(mm)                     | ≥ 2300                | ≥ 2300 | 双折开门                            |
|                                | ≥ 2500                | ≥ 2500 | 中分开门                            |
| 机房内深BM(mm)                     | ≥ 2800                | ≥ 3000 | 双折单开时                           |
|                                | ≥ 2944                | ≥ 3144 | 双折贯通时                           |
|                                | ≥ 2750                | ≥ 2950 | 中分单开时                           |
|                                | ≥ 2854                | ≥ 3054 | 中分贯通时                           |
| Car Clear Hight HC(mm)         | 2300                  | 2300   |                                 |
| 轿厢架高度HB(mm)                    | 3300                  | 3300   |                                 |