MITSUBISHI ELECTRIC

Changes for the Better

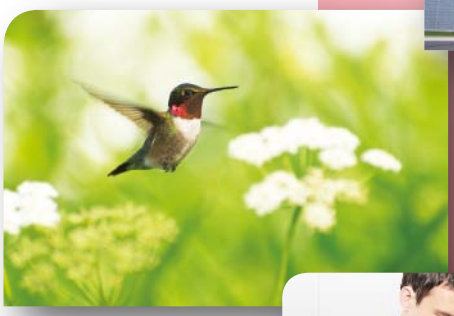
HOSPITAL BED ELEVATORS

for a greener tomorrow eco Changes

Quality in Motion

NEXIEZ -MR

HOSPITAL



Optimum Design for Hospital Use

Usability

Mitsubishi Electric's hospital bed elevators are designed to provide safe, convenient transportation for everyone.
An optimum mix of features ensures efficient elevator operation to meet every hospital need, from transporting patients in beds to moving medical equipment.

Safety Door Edge (SDE) (Standard)

A mechanical safety device with a micro-switch reverses closing doors if there is physical contact with a passenger or an object.

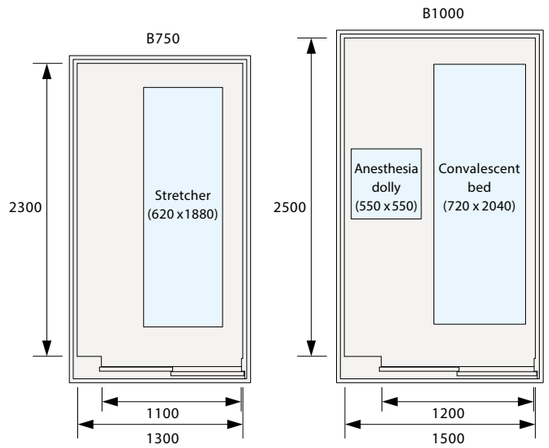
Extended Door-open Button Function (DKO-TB) (Standard)

When the hold button on the car operating panel is pressed, the doors will remain open longer to allow safe loading and unloading of passengers, including patients in beds.

Example of illumination (Yellow-orange)

Models

There are two models to choose from to suit various hospital requirements and conditions. While the B750 can accommodate most kinds of medical equipment or hospital beds, the larger B1000 model allows for more space to accommodate up to two stretchers.



Reserved Operation for Emergencies (HE-B) (Standard)

When set to this mode, the car will not respond to other calls and goes to the designated floor to exclusively transport hospital beds, medical equipment, etc.

Indicator on car operating panel in the "reserved operation" mode (EXCLC) (Standard)

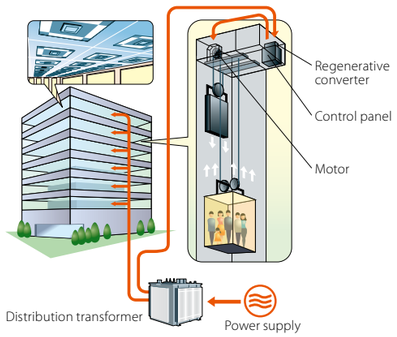
Hall position indicator in the "reserved operation" mode (EXCL) (Standard)

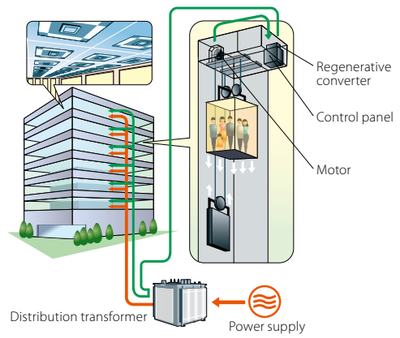
The standard control system for hospital bed elevators is 1C-2BC (1-car selective collective).
To control multiple elevators in a group, 2C-2BC (2-car group control system) or 3C-ΣAI-22 (3-car group control system) are available as options.

Reusing Energy

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 it 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 up to 35%. (Reduction in CO_2 emissions: 1400 kg/year) In addition, the Regenerative Converter has the effect of decreasing harmonic currents.





L220 LED lighting Milky white resin panels

Model: B750

Design Image

Ceiling	Painted steel sheet Y033 (ceiling height: 2200mm*2)
Walls	Painted steel sheet Y033
Transom panel	Painted steel sheet Y033
Doors	Painted steel sheet Y033
Front return panels	SUS-HL
Kickplate	SUS-HL
Flooring	PR812
Car operating panel	CBV1-N710
Handrails (standard)	SUS-HL (YH-56S)

S00 Standard Milky white resin lighting cover

Model: B750

Standard Design Image

Ceiling	Painted steel sheet Y073 (ceiling height: 2200mm*2)
Walls	SUS-HL
Transom panel	SUS-HL
Doors	SUS-HL
Front return panels	SUS-HL
Kickplate	SUS-HL
Flooring	PR803
Car operating panel	CBV1-N710
Handrails (standard)	SUS-HL (YH-56S)

Notes:
*1: The ceilings N120, N130, N140 are also available. Please refer to Design Guide for detail.
*2: The ceiling height is 2200mm as standard or 2300mm as an option.

Walls, doors and transom panel

Stainless-steel

Hairline-finish Mirror-finish (Not applicable to car doors.)

Pattern-printed steel sheet

CP23 CP101 CP111 CP121 CP141

Painted steel sheet

Y002 Y004 Y006 Y014 Y016 Y033
Y051 Y054 Y055 Y071 Y116

Colored stainless-steel, hairline-finish

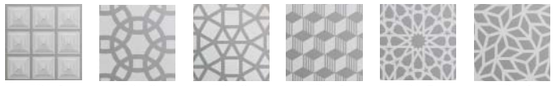
Gold Bronze

Etching patterns (Gold or bronze)
*Please refer to etching finish pattern book, EFA1, for details.

EPA-1 EPA-2 EPA-3

Non-etched surface Etched surface

Etching patterns (Stainless-steel)
*Please refer to etching finish pattern book, EFA1, for details.



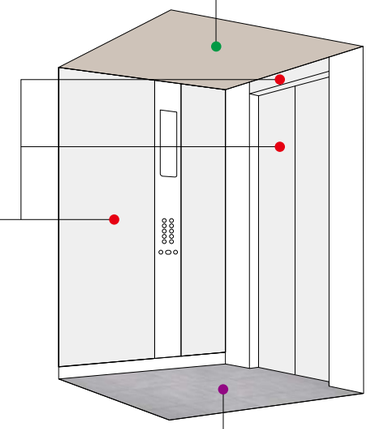
EPA-1 EPA-2 EPA-3 EPA-4 EPA-5 EPA-6

Non-etched surface Etched surface

Ceiling

Painted steel sheet

Y033 Y055 Y073



Flooring

Durable vinyl tiles

PR801 PR803 PR810 PR812

Car Finishes

Materials/finishes	Walls	Transom panel	Doors	Front return panel	Kickplate	Flooring	Sill	Handrail
Stainless-steel, hairline-finish (SUS-HL)	S	S	S	S	O			
Pattern-printed steel sheet	O	O	O					
Painted steel sheet	O	O	O	O	O#			
Stainless-steel, hairline-finish with etched pattern* (SUS-HE)	O	O	O					
Colored stainless-steel, hairline-finish (Colored SUS-HL)	O	O	O		O			
Colored stainless-steel, hairline-finish with etched pattern** (Colored SUS-HE)	O	O	O					
Stainless-steel, mirror-finish (SUS-M)	O	O		O				
Aluminum					S			
Glass windows (1300(H)×200(W)/door panel)			O					
See-through doors			O					
Durable vinyl tile (2mm thick)						S		
Durable rubber tile (3 or 6mm thick)						O		
Carpet/marble/granite (Supplied by customer)						O		
Extended hard aluminum							S	
Stainless-steel							O	
YH-56S (Two flat bars)								S

Note: S – Standard O – Optional O# – Available only in dark gray
* Etching pattern EPA 1~6 only. ** Etching pattern EPA-1~3 only.

Actual colors may differ slightly from those shown.

Jambs

E-102 Standard — Narrow Jamb

Jamb — SUS-HL
Doors — SUS-HL
Hall position indicator and call button — PIV1-A710N Boxless

Metal-like resin faceplates
Segment LED indicator *1

Standard
PIV1-A710N Boxless

E-302 Splayed Jamb
E-202 Square Jamb

Jamb — Painted steel sheet Y116
Doors — Painted steel sheet Y116
Hall position indicator — PIH-D417
Hall button — HBV1-C710N

E-312 Splayed Jamb with Transom Panel
E-212 Square Jamb with Transom Panel

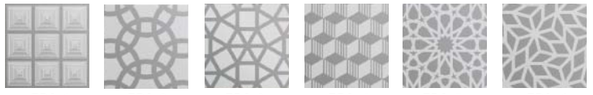
Jamb — SUS-HL
Transom panel — SUS-HL
Doors — SUS-HE (EP-B-009)
Hall position indicator — PID-D417
Hall button — HBV1-C710N

Doors, transom panel and jamb

Stainless-steel

Hairline-finish

Etching patterns (Stainless-steel) Not applicable to jamb, please refer to etching finish pattern book, EFA1, for details.



EPA-1 EPA-2 EPA-3 EPA-4 EPA-5 EPA-6

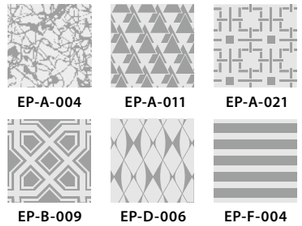
Non-etched surface
Etched surface

Painted steel sheet

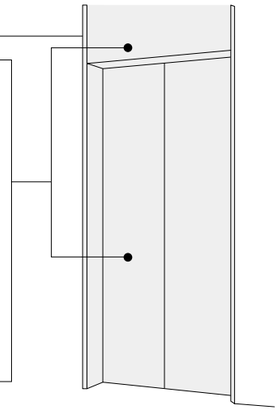
Y002 Y004 Y006 Y014 Y016 Y033 Y051 Y054 Y055 Y071 Y116

Etching patterns

Not applicable to jamb, please refer to etching finish pattern book, EF4, for details.



EP-A-004 EP-A-011 EP-A-021
EP-B-009 EP-D-006 EP-F-004



Entrance Finishes

Material/finish	Jamb	Transom panel	Doors	Sill
Stainless-steel, hairline-finish (SUS-HL)	S	O	S	
Painted steel sheet	O	O	O	
Stainless-steel, hairline-finish with etched pattern (SUS-HE)		O	O	
Glass windows (1300(H)×200(W)/door panel)			O	
See-through doors			O	
Aluminum				S
Stainless-steel				O

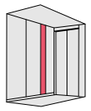
Note: S – Standard O – Optional

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

Actual colors may differ slightly from those shown.

Car Operating Panels*1

For side wall



Segment LED indicator*2

LCD indicator

Dot LED indicator
CBV■-N720*4

Standard for model B750

CBV1-N710*3
Tactile button with yellow-orange lighting

CBV■-N730*4

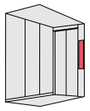
Button line-up

Illumination colors	Tactile	Flat
Yellow-orange	 CBV1/PIV1/HBV1	 CBV2/PIV2/HBV2
White	 CBV3/PIV3/HBV3	 CBV4/PIV4/HBV4
Blue	 CBV5/PIV5/HBV5	 CBV6/PIV6/HBV6

Standard
Optional

Tactile or flat button (stainless-steel, non-directional hairline) is selectable from three types of illumination colors. (yellow-orange, white or blue)

For front return panel (Model B1000 only)



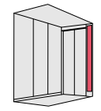
Segment LED indicator*2

LCD indicator

Standard for model B1000

CBV1-C760*3,5
Tactile button with yellow-orange lighting

CBV■-C780*4,5



Segment LED indicator*2

LCD indicator

CBV■-C710*3,4

CBV■-C730*4

Notes:
*1: Faceplates with stainless-steel, mirror-finish are also available (optional). Please consult our local agents for details.
*2: Some letters of the alphabets are not available. Please consult our local agents for details.
*3: Dot LED indicators are also available (optional). Please consult our local agents for details.
*4: The symbol ■ is replaced with a number representing the button type and illumination color. (e.g. CBV1, CBV2, etc.)
*5: Maximum number of floors: 22 floors.

Actual colors may differ slightly from those shown.

Hall Signal Fixtures

Hall position indicators and buttons *1

Metal-like resin faceplates
Segment LED indicator *2

Standard
PIV1-A710N *3 Boxless
PIV1-A710B
Tactile button with yellow-orange lighting

Segment LED indicator *2

PIV■-C710N *3,4

LCD indicator

PIV■-C760N *4

Metal-like resin faceplates
Segment LED indicator *2

Standard
PIV1-A720N *3 Boxless
PIV1-A720B
Tactile button with yellow-orange lighting

Segment LED indicator *2

PIV■-C720N *3,4

LCD indicator

PIV■-C770N *4

Notes:
*1: The symbol ■ is replaced with a number representing the button type and illumination color. (e.g. PIV1, PIV2, etc.) Please refer to page 7 for button types and illumination colors.
*2: Some letters of the alphabets are not available. Please consult our local agents for details.
*3: Dot LED indicators are also available (optional). Please consult our local agents for details.
*4: Faceplates with stainless-steel, mirror-finish are also available (optional). Please consult our local agents for details.

Hall buttons *1

Metal-like resin faceplate

HBV■-A710N Boxless
HBV■-A710B

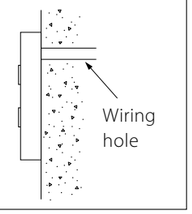
HBV■-C710N *4

LCD position indicator

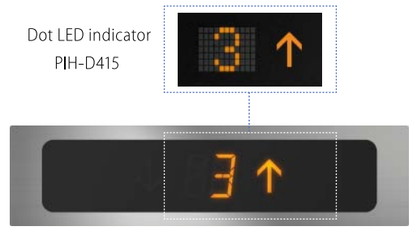
PIH-C116 (5.7-inch)

Cross-section of boxless fixtures Boxless

These hall signal fixtures can be easily mounted on the wall surface without having to cut into the wall to embed the back box.



Hall position indicators *3



PIH-D417

PID-D417
(Built into transom panel)

LCD information displays

PIH-C215 (10.4-inch)

PIH-C225 (15-inch)

Actual colors may differ slightly from those shown.

Features (1/2)

Feature	Description	1C-2BC	2C-2BC	3C ΣAI-22
■ EMERGENCY OPERATIONS AND FEATURES				
Mitsubishi Emergency Landing Device (MELD)	Upon power failure, a car equipped with this function automatically moves to 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 10 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, predetermined car(s) resume normal operation.	◎	◎	◎
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 firefighting and rescue operations.	◎	◎	◎
Earthquake Emergency Return (EER-P/EER-S)	Upon activation of primary and/or secondary wave seismic sensors, all cars stop at the nearest floor, and park there with the doors open to facilitate the safe evacuation of passengers.	◎	◎	◎
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]	◎
MelEye (WP-W) Mitsubishi Elevators & Escalators Monitoring and Control System	Each elevator's status and operation can be monitored and controlled using 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.	◎	◎	◎
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.)	◎	◎	◎
■ DOOR OPERATION FEATURES				
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 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 the door speed consistent throughout all floors.	Ⓢ	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
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, a beep and voice guidance sound instead of the buzzer.	Ⓢ	Ⓢ	Ⓢ
Door Load Detector (DLD)	When excessive door load has been detected while opening or closing, the doors immediately reverse.	Ⓢ	Ⓢ	Ⓢ
Safety Door Edge (SDE) — One side	Sensitive door edge(s) detect passengers or objects during door closing. Please refer to page 1.	Ⓢ	Ⓢ	Ⓢ
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.)	◎	◎	◎
Safety Ray (SR) — 2-Beam		◎	◎	◎
Electronic Doorman (EDM)	Door open time is minimized using safety ray(s) or multi-beam door sensors that detect passengers boarding or exiting.	◎	◎	◎
Multi-Beam Door Sensor	Multiple infrared-light beams cover a door height of approximately 1800mm to detect passengers or objects as the doors close. (Cannot be combined with the SR feature.)	◎	◎	◎
Hall Motion Sensor (HMS)	Infrared-light is used to scan a 3D area near open doors to detect passengers or objects.	◎	◎	◎

Feature	Description	1C-2BC	2C-2BC	3C ΣAI-22
■ OPERATIONAL AND SERVICE FEATURES				
Reserved Operation for Emergency (HE-B)	Applicable only for hospital bed elevators. The car transports a hospital bed, medical equipment, etc. exclusively to the destination floor without responding to other calls.	Ⓢ	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
Continuity of Service (COS)	A car which is experiencing trouble is automatically withdrawn from group control operation to maintain overall group performance.	—	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
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.	Ⓢ	Ⓢ	Ⓢ
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.	—	Ⓢ	Ⓢ
Automatic Bypass (ABP)	A fully-loaded car bypasses hall calls in order to maintain maximum operational efficiency.	◎	Ⓢ	Ⓢ
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 (FCC-P)	If the wrong car button is pressed, it can be canceled by quickly pressing the same button again twice.	◎	◎	◎
Out-of-service-remote (RCS)	With a key switch on the supervisory 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.	◎	◎	◎
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.	◎	◎	◎
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.	◎	◎	◎
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]	◎
Out-of-service by Hall Key Switch (HOS/HOS-T)	For maintenance or energy-saving measures, a car can be taken out of service temporarily with a key switch (with or without a timer) mounted in a specified hall.	◎	◎	◎
Return Operation (RET)	Using a key switch on the supervisory panel, a car can be withdrawn from group control operation and called to a specified floor. The car will park on that floor with the doors open, and not accept any calls until independent operations begin.	◎	◎	◎
Attendant Service (AS)	Exclusive operation where an elevator can be operated using the buttons and switches located in the car operating panel, allowing smooth boarding of passengers or loading of baggage.	◎	◎	◎
Regenerative Converter (PCNV)	For energy conservation, power regenerated by a traction machine can be used by other electrical systems in the building. Please refer to page 2.	◎	◎	◎

Notes: • 1C-2BC (1-car selective collective) - Standard, 2C-2BC (2-car group control system) - Optional, ΣAI-22 (3-car group control system) - Optional
• Ⓢ = Standard ◎ = Optional — = Not applicable • #1: Please consult our local agents for the production terms, etc.

Features (2/2)

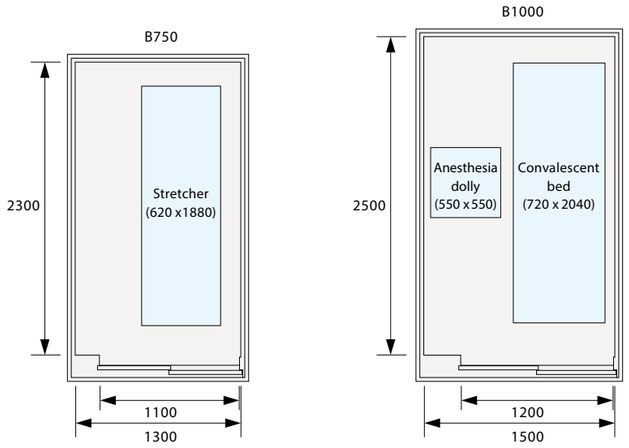
Feature	Description	1C-2BC	2C-2BC	3C ΣAI-22
■ GROUP CONTROL FEATURES				
Expert System and Fuzzy Logic	Artificial expert knowledge, which has been programmed using "expert system" and "fuzzy logic", is applied to select the ideal operational rule which maximizes the efficiency of group control operations.	—	—	Ⓢ
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 a timely manner in response to actual service conditions.	—	—	Ⓢ
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 is served with higher priority over other floors, but not to the extent that it interferes with the 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.	—	Ⓢ	Ⓢ
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 demand for upward travel from the lobby floor during office starting time, hotel check-in time, etc., and minimize passenger waiting time.	—	—	Ⓞ
Down Peak Service (DPS)	Controls the number of cars to be allocated and the timing of car allocation in order to meet increased demand for downward travel during office leaving time, hotel check-out time, etc. to minimize 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 (lobby) floor with the doors open/closed (China only).	Ⓞ	Ⓞ	Ⓞ
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.	—	—	Ⓞ
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.)	—	—	Ⓞ#1
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.)	—	—	Ⓞ#1
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.)	—	—	Ⓞ#1
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.)	—	—	Ⓞ#1
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.	—	—	Ⓞ
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.	—	Ⓞ#1	Ⓞ
VIP Operation (VIP-S)	A specified car is withdrawn from group control operation for VIP service operation. When activated, the car responds only to existing car calls, moves to a specified floor and parks there with the doors open. The car will then respond only to car calls.	—	Ⓞ#1	Ⓞ
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.	Ⓞ	Ⓞ	Ⓞ

Feature	Description	1C-2BC	2C-2BC	3C ΣAI-22
■ SIGNAL AND DISPLAY FEATURES				
Exclusive Operation Signal Light — Car (EXCLC)	Indicator on car operating panel displays RESERVED OPERATION during HE-B operation.	Ⓢ	Ⓢ	Ⓢ
Exclusive Operation Signal Light — Hall (EXCL)	Hall position indicator displays INuse during HE-B operation.	Ⓢ	Ⓢ	Ⓢ
Sonic Car Button — Click Type (ACB)	A click-type car button which emits an electronic beep sound when pressed to indicate that the call has been registered.	Ⓞ	Ⓞ	Ⓞ
Car Arrival Chime — Car or Hall (AECC/AECH)	Electronic chimes sound to indicate that a car will soon arrive. (The chimes are mounted either on the top and bottom of the car, or in each hall.)	Ⓞ	Ⓞ	Ⓞ
Basic Announcement (AAN-B)	A synthetic voice (and/or buzzer) alerts passengers inside a car that elevator operation has been temporarily interrupted due to overloading or a similar cause. (Voice only available in English.)	Ⓞ	Ⓞ	Ⓞ
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. (Voice guidance only available in English.)	Ⓞ	Ⓞ	Ⓞ
Inter-communication System (ITP)	A system which allows communication between passengers inside a car and the building personnel.	Ⓞ	Ⓞ	Ⓞ
Car LCD Position Indicator (CID-S)	This 5.7-inch LCD for car operating panels shows the date and time, car positions, travel direction and elevator status messages.	Ⓞ	Ⓞ	Ⓞ
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.	Ⓞ	Ⓞ	Ⓞ
Hall Information Display (HID)	This LCD (10.4- or 15-inch) for elevator halls shows the date and time, car position, travel direction and elevator status messages.	Ⓞ	Ⓞ	Ⓞ

Notes: • 1C-2BC (1-car selective collective) - Standard, 2C-2BC (2-car group control system) - Optional, ΣAI-22 (3-car group control system) - Optional
• Ⓢ = Standard Ⓞ = Optional — = Not applicable
• #1: Please consult our local agents for the production terms, etc.

Basic Specifications

Models

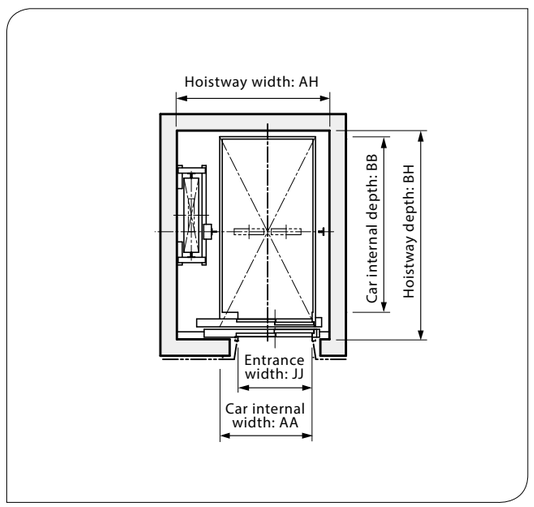


Horizontal Dimensions

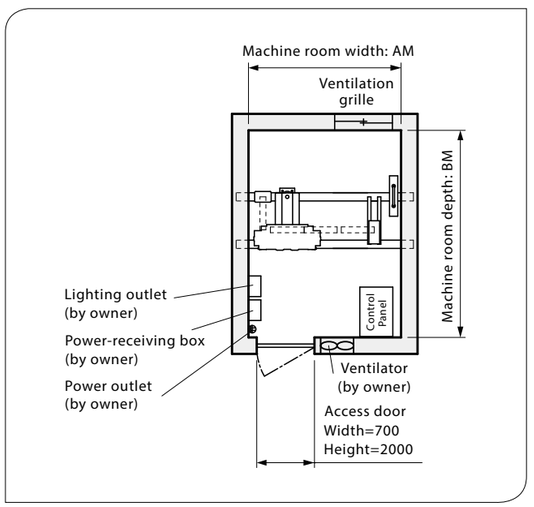
Model	Number of persons	Rated capacity (kg)	Rated speed (m/sec)	Door type	Counter-weight position	Car internal dimensions (mm) AA×BB	Entrance width (mm) JJ	Minimum hoistway dimensions (mm) AH×BH/car	Minimum machine room dimensions (mm) AM×BM/car
B750	11	750	1.0	2S	Side	1300×2300	1100	2070×2730	2070×2730
B1000	15	1000	1.5 1.75			1500×2500	1200	2270×2930	2270×2930

[Terms of the table]
- The contents of this table are applied to standard specifications only. Please consult our local agents for other specifications.
- Rated capacity is calculated as 65kg per person, as required by the Building Standard Law of Japan, 2009.
- 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 the specifications without the fireproof landing door and counterweight safety.

Hoistway Plan <B750/B1000>



Machine Room Plan Example <B750/B1000>



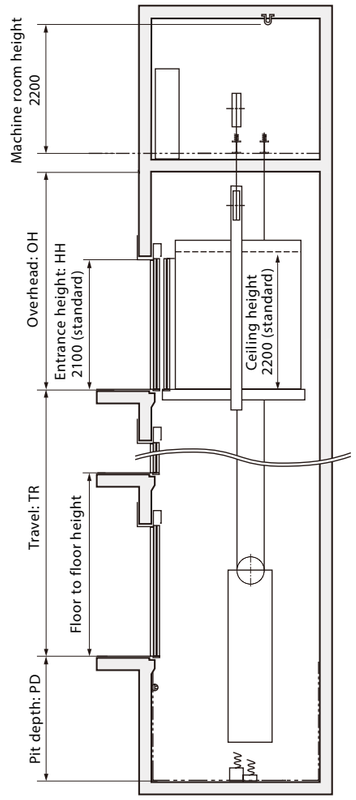
Vertical Dimensions

Rated speed (m/sec)	Maximum travel (m) TR	Maximum number of stops	Minimum overhead (mm) OH	Minimum pit depth (mm) PD	Minimum machine room clear height (mm)	Minimum floor to floor height (mm)
1.0	60	30	4400	1360	2200	2500 *1
1.5	90		4560	1410		
1.75			4630	1410		

[Terms of the table]
- The contents of this table are applied only to standard specifications without counterweight safety. Please consult our local agents for other specifications.

[Note]
*1 Some specifications require more than 2500mm as a minimum floor height. Please consult us if the floor height is less than entrance height HH + 700mm.

Hoistway Section Example <B750 / B1000>



Applicable Standards

NEXIEZ-MR complies with Mitsubishi Electric standards*.
For details of compliance, please consult our local agents.

* Based on, but not fully complying with the Building Standard Law of Japan, 2009.

Important Information on Elevator Planning

Work Not Included in Elevator Contract

The following items are excluded from Mitsubishi Electric's elevator installation work, and 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.
- Architectural finishing of the machine room floor, and the walls and floors in the vicinity of the entrance hall after installation has been completed.
- Construction of an illuminated, ventilated and waterproofed elevator hoistway.
- A ladder to the elevator pit.
- Provision for cutting the necessary openings and joists.
- Separate beams, when the hoistway dimensions markedly exceed the specifications, and intermediate beams when two or more elevators are installed.
- All other work related to building construction.
- The machine room power-receiving panel and the electrical wiring for illumination, plus the electrical wiring from the electrical room to the power-receiving panel.
- 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, etc.
- 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 progress.
- 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.

* Work responsibilities in installation and construction shall be determined according to local laws. Please consult our local agents for details.

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 shall be provided against icing and condensation occurring due to a rapid drop in the temperature 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 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.

Mitsubishi Elevator Asia Co., Ltd. has acquired ISO 9001 certification from the International Organization for Standardization based on a review of quality management.
The company has also acquired environmental management system standard ISO 14001 certification.

for a greener tomorrow

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.

MITSUBISHI ELECTRIC CORPORATION
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Visit our website at:
http://www.mitsubishielectric.com/elevator/

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

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Specifications are subject to change without notice.

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