

PASSENGER ELEVATORS

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Vision Elevators has a range of **passenger elevators** to suit every building.

Discover a range of **machine room (MR / MRA)** and **machine room less (MRL)** elevators that suit any application. Our products are manufactured according to stringent safety and quality standards ensuring that the requirements of the South African Bureau of Standards (SABS) and the latest gazetted standards are met.

Our elevators are available in a wide range of finishes to meet any type of design requirement and are manufactured according to each client's unique needs. With our technologically advanced control systems, we are able to provide passengers with a smooth, quiet, and reliable ride.



KEY FEATURES

	MACHINE ROOM (MR / MRA)	MACHINE ROOM LESS (MRL)
CAPACITY	Up to 2500kg	Up to 2500kg
SPEED	0.5m/s - 7.0m/s	0.5m/s - 2.5m/s
TRAVEL HEIGHT	Up to 200m (speed dependent)	Up to 200m (speed dependent)
NUMBER OF FLOORS	Up to 80	Up to 80
DOOR WIDTH	800mm - 1900mm	800mm - 1900mm
DOOR HEIGHT	2100mm - 2400mm	2100mm - 2400mm
CAR GROUPS	Up to 8 car group	Up to 8 car group
DOOR ORIENTATION	Inline, opposite, adjacent	Inline, opposite, adjacent
DOOR OPERATION	Automatic	Automatic
CAR DOOR TYPES	Panel side opening door	Panel side opening door
LANDING DOOR TYPES	Panel side opening door	Panel side opening door
DRIVE	VVVF with braking resistors, VVVF with regenerative drive	VVVF with braking resistors, VVVF with regenerative drive

PASSENGER ELEVATOR CHARACTERISTICS

RELIABILITY

All the components that make up the elevator system are extensively tested to ensure their reliability, longevity and safety. This, in conjunction with strict manufacturing and installation standards, ensures worry-free operation day in and day out.

SPACE EFFICIENT

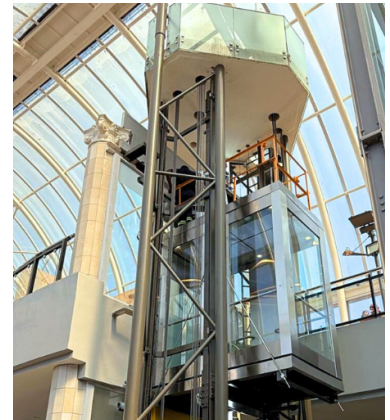
With no machine room and smaller shaft dimensions, the total space occupied by the elevator is minimised, allowing for the rentable, productive space of a building to be maximised.

ENERGY EFFICIENT

The Vision MRL Elevator saves up to 35% on energy costs thanks to its Variable Voltage Variable Frequency (VVVF) inverter and permanent magnet (PM) gearless machine system. The microprocessor control system also allows for an energy saving mode to be activated after a set period of inactivity. In addition, regenerative drives are available, which will allow the elevator to produce energy that can be fed back into the electricity grid.

RIDE COMFORT

The PM gearless machine along with the VVVF inverter allows for silent, smooth and precise operation of the elevator ensuring superior ride comfort for passengers.



TECHNOLOGICALLY ADVANCED COMPONENTS

MAIN DRIVE SYSTEM

The PM gearless machine is manufactured from rare earth materials. It is compact in design and requires no lubrication. In conjunction with the VVVF inverter system, it generates low running noise and is energy-efficient, thus benefiting the environment and reducing operational costs.

DOOR DRIVE SYSTEM

Similar to the main drive system, the door drive system is also driven by a PM gearless machine and VVVF inverter system. As the hardest working system of the elevator, the reliable operation of this component is critical to trouble-free operation. Our extensive testing of the door drive system ensures its quality and durability.

CONTROL SYSTEM

The microprocessor control boards provide analogue speed control to the VVVF drive. This ensures smooth acceleration and deceleration of the elevator and overall ride comfort. The control boards also incorporate a self-diagnostic system to reduce on-site commissioning time and fault-finding.



CABIN FINISHES

STANDARD CABIN FINISHES



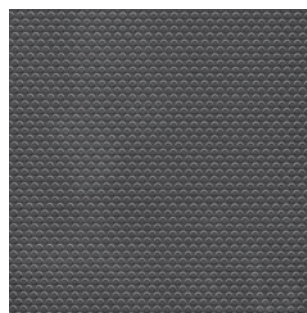
U-CRO88



U-HR001



U-CL037



U-FL025

OPTIONAL CEILINGS



U-CL028



U-CL029



U-CL030



U-CL032



U-CL038



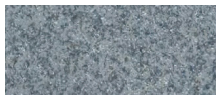
U-CL021

OPTIONAL HANDRAILS



U-HR003

OPTIONAL FLOORING



AT-FRC-801



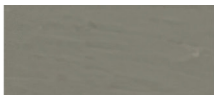
AT-FRC-802



AT-FRC-803



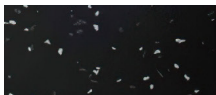
AT-FRC-804



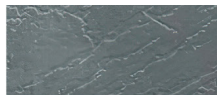
AT-FRC-805



AT-FRC-806



AT-FRC-807



AT-FRC-808



AT-FRC-809

OPTIONAL CABINS



AT-801



AT-806



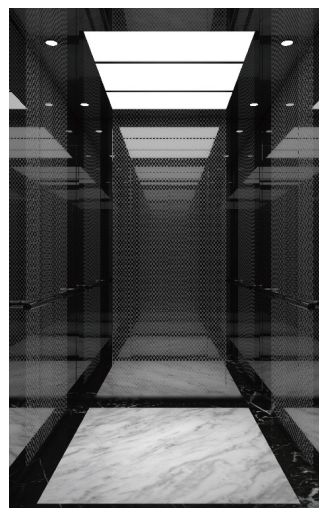
AT-808



AT-811



AT-813



AT-816



CR896-1



CR914-1



CR919-1

USER INTERFACES

COP - (CAR OPERATING PANEL)



ATC801
(standard)

ATC802
(optional)

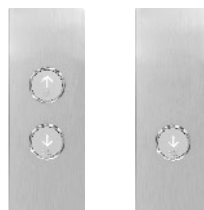
LOP - (LANDING OPERATING PANEL)



ATL801
(standard)



ATL802
(standard)



ATL803
(standard)



ATL804



ATL807
(optional)



ATL808
(optional)

DISPLAY OPTIONS

COP - (CAR OPERATING PANEL)



JK7" / JK8" / JK10.1"



JK15"
(with image or video)

LOP - (LANDING OPERATING PANEL)



JK4.3" LCD



JK6.4" LCD

BUTTON OPTIONS



ATB801
(standard)



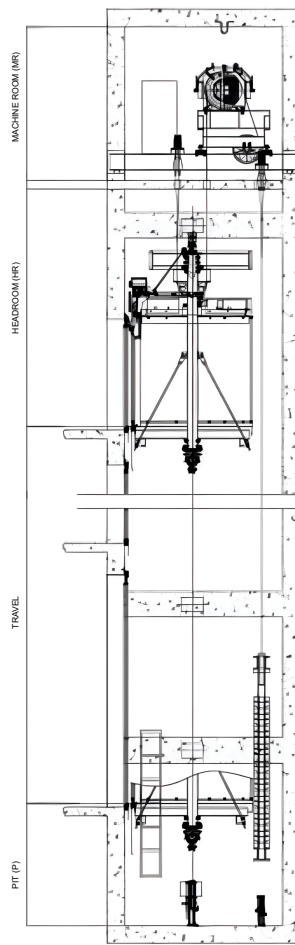
ATB802
(optional)

*Other finishes available upon request

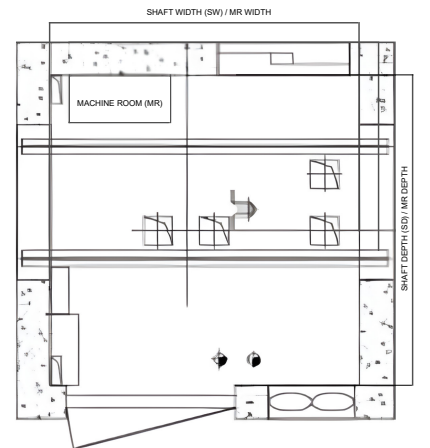
MACHINE ROOM (MR / MRA) BASIC LAYOUT AND CONFIGURATIONS



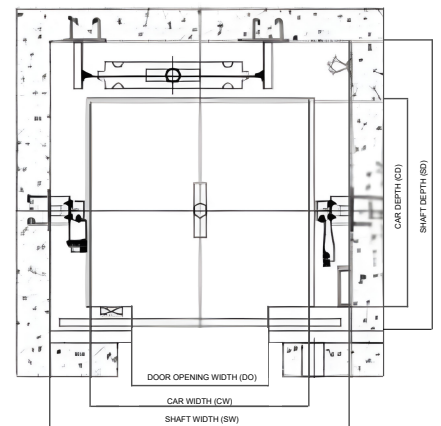
SECTIONAL VIEW OF MR ABOVE SHAFT - INLINE ENTRANCES



PLAN VIEW OF MR ABOVE SHAFT - INLINE ENTRANCES



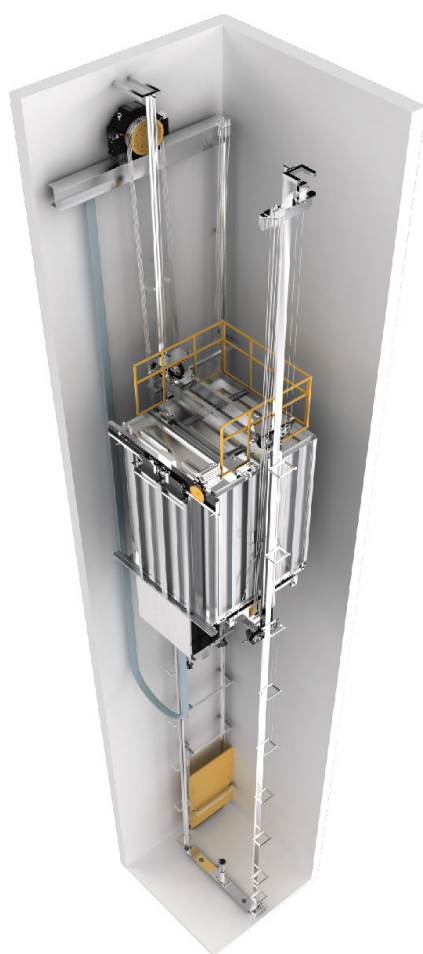
GENERAL SHAFT LAYOUT - INLINE ENTRANCES



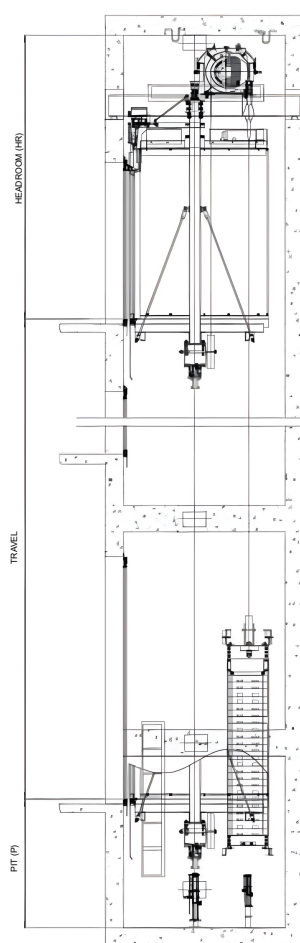
CAPACITY/ PERSONS	SPEED	CAR WIDTH (CW)	CAR DEPTH (CD)	HEADROOM (HR)	PIT (P)	DOOR OPENING (DO)	DOOR TYPE	SHAFT WIDTH (SW)	SHAFT DEPTH (SD)	MACHINE ROOM SIZE	MACHINE ROOM HEIGHT
450/6	1	1100	1100	4200	1600	800 x 2100	2P CO	1800	1800	1800 x 1800	2500
	1.6			4500	1700						
630/8	1	1300	1200	4200	1600	800 x 2100	2P CO	1900	1900	1900 x 1900	2500
	1.6			4500	1700						
	1.75			4500	1700						
800/10	1	1400	1350	4200	1600	800 x 2100	2P CO	2000	2100	2000 x 2100	2500
	1.6			4500	1700						
	1.75			4500	1700						
	2			4700	1800						
1000/13	1	1600	1500	4200	1600	900 x 2100	2P CO	2200	2200	2000 x 2200	2500
	1.6			4500	1700						
	1.75			4500	1700						
	2			4700	1800						
1150/15	1	1700	1500	4200	1600	1000 x 2100	2P CO	2300	2200	2300 x 2200	2500
	1.6			4500	1700						
	1.75			4500	1700						
	2			4700	1800						
1350/18	1	1800	1500	4200	1600	1100 x 2100	2P CO	2500	2500	2500 x 2500	2500
	1.6			4500	1700						
	1.75			4500	1700						
	2			4700	1800						
	2.5			4800	2000						
1600/21	1	1900	1800	4200	1600	1200 x 2100	2P CO	2700	2700	2700 x 2700	2500
	1.6			4500	1700						
	1.75			4500	1700						
	2			4700	1800						
	2.5			4800	2000						

*Other capacities, shaft, and car sizes available – custom made to suit any requirement

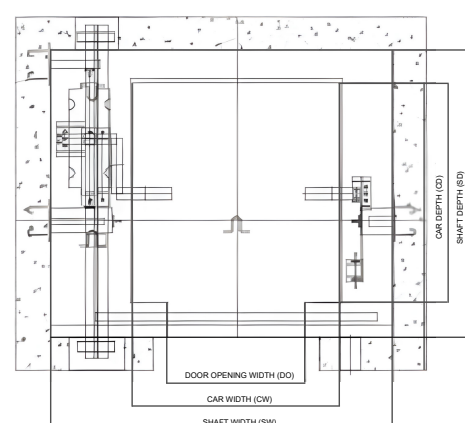
MACHINE ROOM LESS (MRL) BASIC LAYOUT AND CONFIGURATIONS



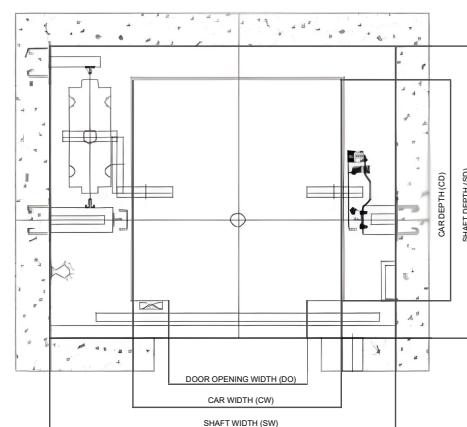
SECTIONAL VIEW OF MRL SHAFT - INLINE ENTRANCES



PLAN VIEW OF MRL SHAFT - INLINE ENTRANCES



GENERAL SHAFT LAYOUT - INLINE ENTRANCES



CAPACITY/ PERSONS	SPEED	CAR WIDTH (CW)	CAR DEPTH (CD)	HEADROOM (HR)	PIT (P)	DOOR OPENING (DO)	DOOR TYPE	SHAFT WIDTH (SW)	SHAFT DEPTH (SD)
630/8	0.63	1300	1200	4200	1600	800 x 2100	2P CO	2100	1700
	1			4200	1600				
	1.6			4500	1700				
	1.75			4500	1700				
800/10	0.63	1400	1350	4200	1600	800 x 2100	2P CO	2300	2000
	1			4200	1600				
	1.6			4500	1700				
	1.75			4500	1700				
1000/13	0.63	1600	1500	4200	1600	900 x 2100	2P CO	2500	2100
	1			4200	1600				
	1.6			4500	1700				
	1.75			4500	1700				
1150/15	0.63	1700	1500	4200	1600	1000 x 2100	2P CO	2600	2100
	1			4200	1600				
	1.6			4500	1700				
	1.75			4500	1700				
1350/18	1	1800	1700	4200	1600	1100 x 2100	2P CO	2800	2400
	1.6			4500	1700				
	1.75			4500	1700				
1600/21	1	1900	1800	4200	1600	1200 x 2100	2P CO	2900	2400
	1.6			4500	1700				
	1.75			4500	1700				

*Other capacities, shaft, and car sizes available – custom made to suit any requirement



FUNCTIONS

STANDARD FUNCTIONS	DESCRIPTION
ACP (MODEL)	Anti-Crime Protection forces each car in the group to stop at a pre-determined floor and open its door for security inspection. Mode 1-ACP is activated via installation parameters.
CBC	Before the car starts, the registration of a call or operation can be cancelled by a double click of this button.
COM	On the top of the car, an arrival chime will ring when the car stops at the destination floor.
CFT	Extend opening time for the cafeteria floor to meet with the requirement of extra passenger flow.
DTC	If the car door does not close completely within an adjustable time (default 20s - should be longer than the nudging time) after the door close command, the elevator will: Enter the [DTC] mode, remove itself from group operation and will try to open the door in the next landing, the lift will shut down after 3 failed retries.
DTO	If the car door does not open completely within an adjustable time (default 20s) after the door open command, the elevator will: Remove itself from group operation, and will try to open the door in the next landing, the lift will shut down after 3 failed retries.
ELTU	Emergency light in the car will start whenever there is a power outage.
FAN	There is a switch to control the car fan on or off.
FCL	All car and / or hall calls registered are answered in the order in which the landings are reached.
HOC	Direction of travel will be established by the first car command / hall call registered.
ICU-5	5 station intercom system that allows for communication between car, controller, security room, top of car and pit.
LNS	When a car is loaded to a predetermined percentage of its capacity, it is considered full and will bypass further hall calls.
LWS	If the load exceeds the rated load, a signal will sound and 'OVER LOAD' will be displayed, the car door will not close, the elevator will not start.
NTSD	If the speed of the car does not decrease to the required level when approaching a terminal floor, a forced deceleration will be carried out by the system in order to protect the safety of the passengers within the car.
PRK	Elevators in the same group will park on different floors when not in use to decrease the response time.
RIN	When the power has been re-established after a power failure, and the position of the car cannot be determined by the system, the car will move to the lowest terminal floor to re-establish the position signal.
RLEV	Automatically re-level the car to correct the stopping errors.
TCI	The inspection operation switch, its push buttons and an emergency stopping device 'TES' shall be placed on the car roof so that these devices are readily accessible.
OPTIONAL FUNCTIONS	DESCRIPTION
ARED	This device is used for rescue operation in case of a mains power failure and is powered by a rechargeable battery. When a power failure occurs, a sound signal will comfort the trapped passengers and the car will move towards the nearest floor and open the doors releasing the passengers.
CLI	There is a switch to control the car lighting on or off.
DCL	Down Collective Operation, The system has UP hall buttons at the bottom floor and/or at the main landing only, all other floors have DN hall buttons only.
DHB	Pressure on the Door Hold button to keep the door open.
EAC	The elevator air conditioner is designed specially to adjust the air in the car, and is an independent circulating system.
EFO	Upon recognition of fireman's service, a car shall return directly to the designated return landing and park with the doors fully open. (Phase 1)
EFS	EFS shall automatically place the car on independent service when the elevator is at the designated return landing from Phase 1 with the doors fully open.
EPO	This feature can only be used if the building is equipped with an emergency power generator. In case the regular power supply shuts down, the power supply of the elevator turns to emergency power which is provided by the generator. Cars in a group (except cars in inspection mode) will run to defined landings (or next landings), one by one.
EQO	In the event of an earthquake, all calls and operations will be cleared after the earthquake signal. The car will stop at the nearest floor for passengers to exit.
FSL	This function can be selected automatically when EFO or EFS is selected. Cannot FSL will be indicated in the car while EFO/EFS is in effect.
HCM	The Hall Chime fixture is a substitute for hall lanterns and gong boards. It includes up and down lanterns, and a speaker. The chime is transmitted via the audio link to speakers in the lanterns.
ISC	Switch the lift to run independently from group control .

OUR HEAD OFFICES

WESTERN CAPE (CAPE TOWN)

Unit 28
Atlas Fardens Industrial Estate
Sycamore Crescent
Counteranskloof Road
Potsdam 7550
021 300 1715

GAUTENG (JOHANNESBURG)

Unit 24
Great North Industrial Park
20 Van Wyk Road
Goedeburg
Benoni 1501
011 568 0494

KWAZULU-NATAL (DURBAN)

10 Fangio Place
Mahogany Ridge
Westmead 2145
031 100 0524

CONTACT DETAILS

Email: info@visionelevators.africa

Tel: +27 87 550 0534
(South Africa)

Tel: +230 5747 7795
(Mauritius)

Tel: +264 83 380 0128
(Namibia)

Emergency number: +27 86 010 5727



For more information, visit:

<https://visionelevators.africa>

VISION
ELEVATORS
We Go Further

Gold members of the Lift
Engineering
Association of South Africa
ISO 9001:2015 accredited