

FIG. 1

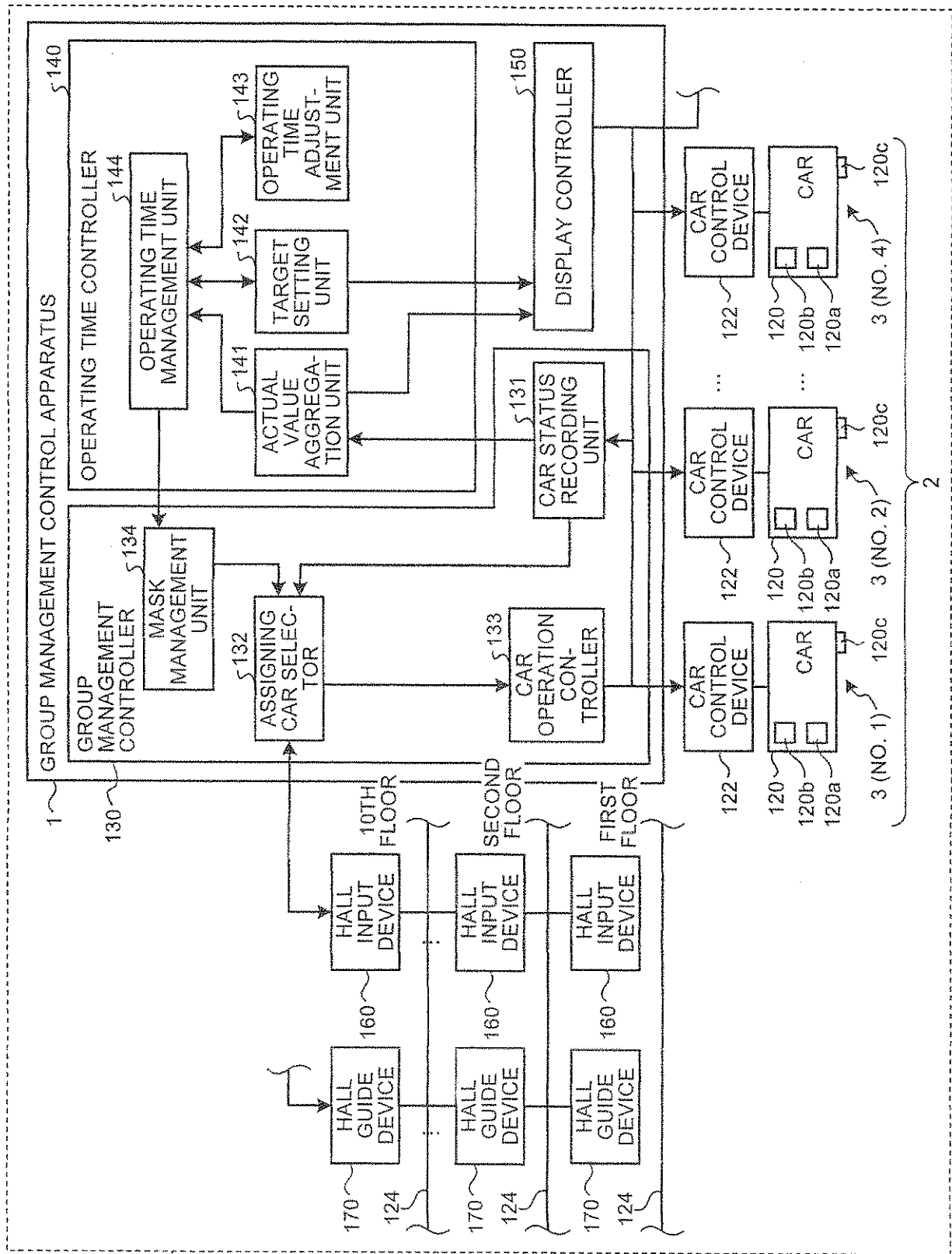


FIG.2

CarID=1

| time<br>[sec] | Action         | Hall Call | Direction | At Floor | Car Call | To<br>Floor | Load<br>Weight | Unload<br>Weight | Energy<br>[kWh] |
|---------------|----------------|-----------|-----------|----------|----------|-------------|----------------|------------------|-----------------|
| 0             | AddHallCall    | No. 1     | up        | 7        |          |             |                |                  |                 |
| 1             | StartRun       |           | up        | 1        |          | 7           | 0              | 0                |                 |
| 5             | AddHallCall    | No. 2     | down      | 5        |          |             |                |                  |                 |
| 13            | StopRun        |           |           | 7        |          |             |                |                  |                 |
| 13            | DeleteHallCall | No. 1     |           |          |          |             |                |                  |                 |
| 14            | DoorOpen       |           |           |          |          |             |                |                  |                 |
| 18            | DoorClosed     |           |           |          |          |             |                |                  |                 |
| 18            | AddCarCall     |           |           |          | No. 101  | 9           |                |                  |                 |
| 18            | StartRun       |           | up        | 7        |          | 9           | 135            | 0                |                 |
| 25            | StopRun        |           |           | 9        |          |             |                |                  |                 |
| 25            | DeleteCarCall  |           |           |          | No. 101  |             |                |                  |                 |
| 26            | DoorOpen       |           |           |          |          |             |                |                  |                 |
| 30            | DoorClosed     |           |           |          |          |             |                |                  | 0.11            |
| 31            | StartRun       |           | down      | 9        |          | 5           | 0              | 135              |                 |
| 45            | StopRun        |           |           | 5        |          |             |                |                  |                 |
| 45            | DeleteHallCall | No. 2     |           |          |          |             |                |                  |                 |
| 46            | DoorOpen       |           |           |          |          |             |                |                  |                 |
| 51            | DoorClosed     |           |           |          |          |             |                |                  |                 |
| 51            | AddCarCall     |           |           |          | No. 102  | 1           |                |                  |                 |
| 52            | StartRun       |           | down      | 5        |          | 1           | 60             | 0                |                 |
| 56            | AddHallCall    | No. 3     | down      | 10       |          |             |                |                  |                 |
| 60            | StopRun        |           |           | 1        |          |             |                |                  | 0.24            |
| 60            | DeleteCarCall  |           |           |          | No. 102  |             |                |                  |                 |
| 61            | DoorOpen       |           |           |          |          |             |                |                  |                 |
| 63            | DoorClosed     |           |           |          |          |             |                |                  |                 |
| 64            | StartRun       |           | up        | 1        |          | 10          | 0              | 60               |                 |

FIG.3

|                                             |   |                                                             |     |
|---------------------------------------------|---|-------------------------------------------------------------|-----|
| TARGET<br>VALUE                             |   | AVERAGE TARGET RESPONSE TIME VALUE<br>(ACROSS BOARD)        | -   |
|                                             |   | AVERAGE TARGET RESPONSE TIME VALUE<br>(INDIVIDUAL)          | -   |
|                                             | ● | OPERATING POWER CONSUMPTION REDUCTION<br>RATE PER DAY       | 10% |
|                                             |   |                                                             |     |
| NON<br>ENERGY-<br>SAVING TIME<br>PERIOD     |   | 8:00-9:00                                                   |     |
|                                             |   | 17:00-18:00                                                 |     |
|                                             |   |                                                             |     |
| REFERENCE<br>POWER<br>CONSUMP-<br>TION DATE |   | SPECIFIED DATE _ (YEAR/MONTH/DAY)                           |     |
|                                             |   | SPECIFIED PERIOD AVERAGE _ DAYS FROM _ (YEAR/MONTH/<br>DAY) |     |
|                                             | ● | FIRST DAY OF EACH MONTH                                     |     |

FIG.4

|         |                                            |
|---------|--------------------------------------------|
| Level 0 | NUMBER OF CARS IN<br>OPERATION=4           |
| Level 1 | NUMBER OF CARS IN<br>OPERATION=3.5 PITCH=1 |
| Level 2 | NUMBER OF CARS IN<br>OPERATION=3           |
| Level 3 | NUMBER OF CARS IN<br>OPERATION=2.5 PITCH=1 |
| Level 4 | NUMBER OF CARS IN<br>OPERATION=2           |
| Level 5 | NUMBER OF CARS IN<br>OPERATION=1.5 PITCH=1 |
| Level 6 | NUMBER OF CARS IN<br>OPERATION=1           |

FIG.5

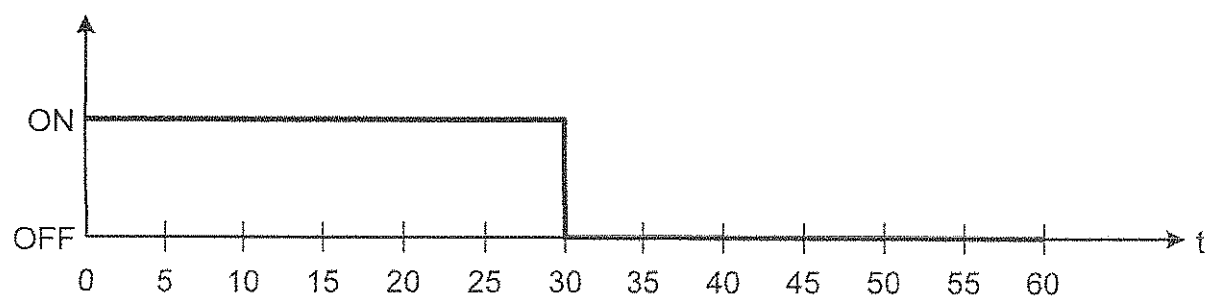


FIG.6

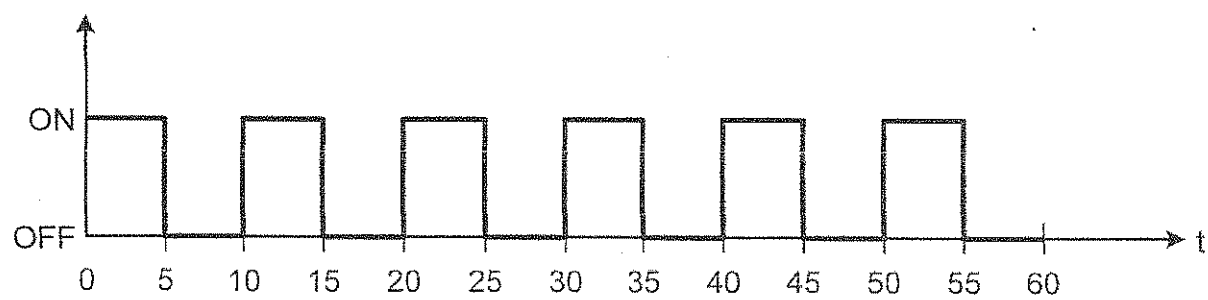


FIG.7

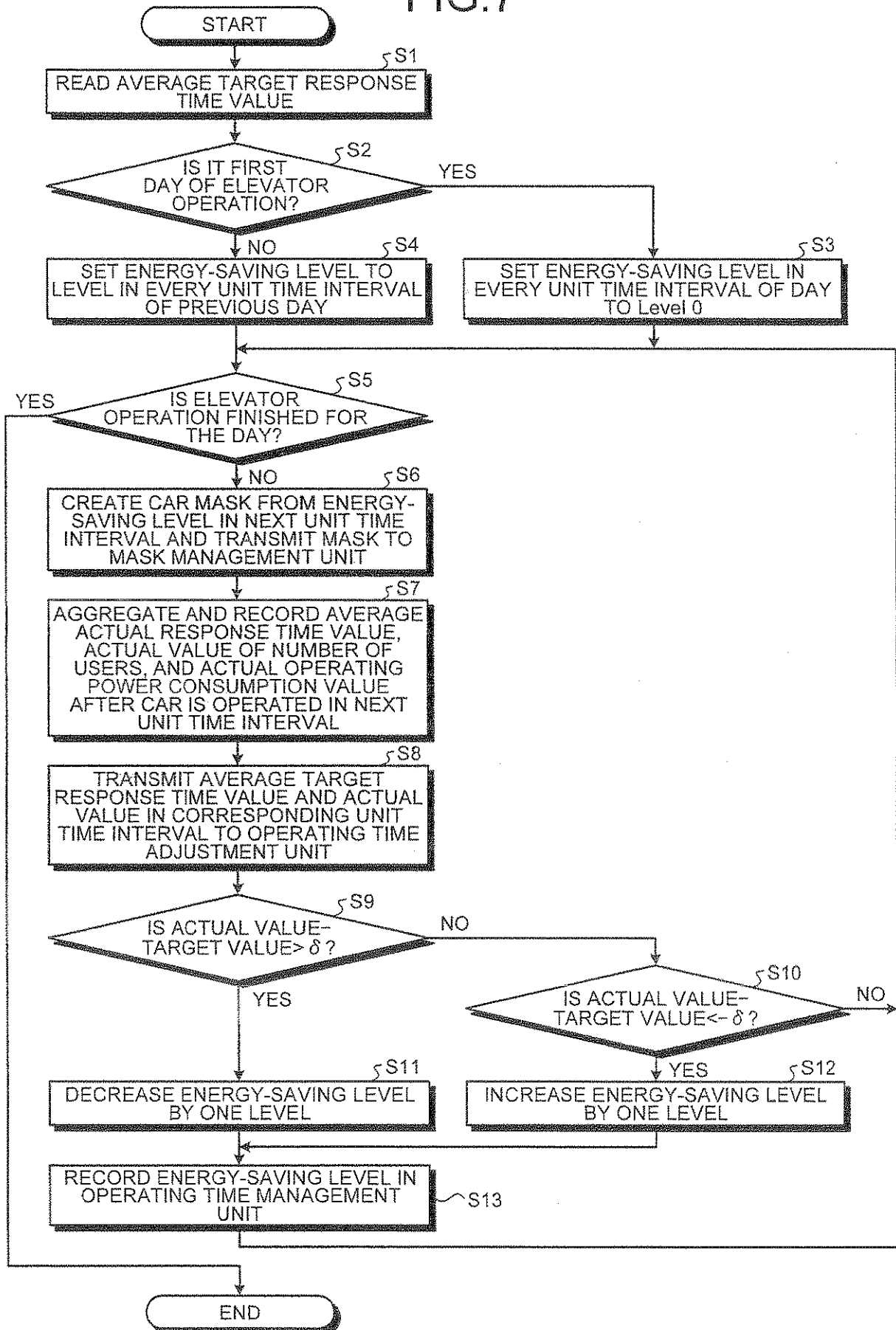


FIG.8

|     | UP | DOWN |
|-----|----|------|
| 1F  | 1  | 0    |
| 2F  | 1  | 1    |
| 3F  | 1  | 1    |
| 4F  | 1  | 1    |
| 5F  | 1  | 1    |
| 6F  | 1  | 1    |
| 7F  | 1  | 1    |
| 8F  | 1  | 1    |
| 9F  | 1  | 1    |
| 10F | 0  | 1    |

FIG.9

|     | UP | DOWN |
|-----|----|------|
| 1F  | 0  | 0    |
| 2F  | 0  | 0    |
| 3F  | 0  | 0    |
| 4F  | 0  | 0    |
| 5F  | 0  | 0    |
| 6F  | 0  | 0    |
| 7F  | 0  | 0    |
| 8F  | 0  | 0    |
| 9F  | 0  | 0    |
| 10F | 0  | 0    |

FIG.10

| TIME                                              | 6:00    | 6:30    | 7:00    | 7:30    | 8:00    | 8:30    | 9:00    | ... | 22:30   | 23:00   | 23:30   | TOTAL |
|---------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|-----|---------|---------|---------|-------|
| AVERAGE TARGET RESPONSE TIME VALUE [sec]          | 20      | 20      | 20      | 20      | -       | -       | 20      |     | 20      | 20      | 20      | 20    |
| PRE-EXECUTION ENERGY-SAVING LEVEL                 | Level 4 | Level 4 | Level 3 | Level 3 | Level 0 | Level 0 | Level 2 |     | Level 3 | Level 4 | Level 3 |       |
| POST-EXECUTION ENERGY-SAVING LEVEL                | Level 5 | Level 5 | Level 4 | Level 2 |         |         |         |     |         |         |         |       |
| AVERAGE RESPONSE TIME TWO DAYS AGO [sec]          | 14.2    | 16.2    | 17.3    | 17.5    | 33.9    | 43.6    | 23.6    |     | 17.2    | 13.5    | 10.8    |       |
| NUMBER OF USERS TWO DAYS AGO [PERSONS]            | 121     | 134     | 155     | 160     | 732     | 894     | 355     |     | 103     | 81      | 45      | 16930 |
| OPERATING POWER CONSUMPTION TWO DAYS AGO [kWh]    | 10.2    | 12.4    | 11.3    | 15.1    | 22      | 27.7    | 19.2    |     | 12.5    | 10.2    | 8.2     | 180.4 |
| AVERAGE RESPONSE TIME ON PREVIOUS DAY [sec]       | 12.1    | 13.8    | 19.5    | 17.0    | 39.1    | 46.1    | 30.5    |     | 26.0    | 19.5    | 9.4     |       |
| NUMBER OF USERS ON PREVIOUS DAY [PERSONS]         | 123     | 135     | 159     | 153     | 732     | 898     | 363     |     | 108     | 89      | 48      | 15437 |
| OPERATING POWER CONSUMPTION ON PREVIOUS DAY [kWh] | 11.8    | 15.1    | 13.0    | 18.4    | 24.8    | 28.1    | 21.4    |     | 14.1    | 19.7    | 11.6    | 165.9 |
| AVERAGE RESPONSE TIME OF THE DAY [sec]            | 14.8    | 17.3    | 18.6    | 25.4    |         |         |         |     |         |         |         |       |
| NUMBER OF USERS OF THE DAY [PERSONS]              | 122     | 135     | 164     | 259     |         |         |         |     |         |         |         |       |
| OPERATING POWER CONSUMPTION OF THE DAY [kWh]      | 12.9    | 21.2    | 12.0    | 22.4    |         |         |         |     |         |         |         |       |

FIG.11

| OPERATING POWER CONSUMPTION<br>[kWh/day] |                 |                   |
|------------------------------------------|-----------------|-------------------|
| REFERENCE<br>VALUE                       | 180.6           |                   |
|                                          |                 |                   |
| DATE                                     | ACTUAL<br>VALUE | REDUCTION<br>RATE |
| 2013.1.7                                 | 167.3           | 7%                |
| 2013.1.8                                 | 170.2           | 6%                |
| 2013.1.9                                 | 163.5           | 9%                |
|                                          |                 |                   |
|                                          |                 |                   |
|                                          |                 |                   |

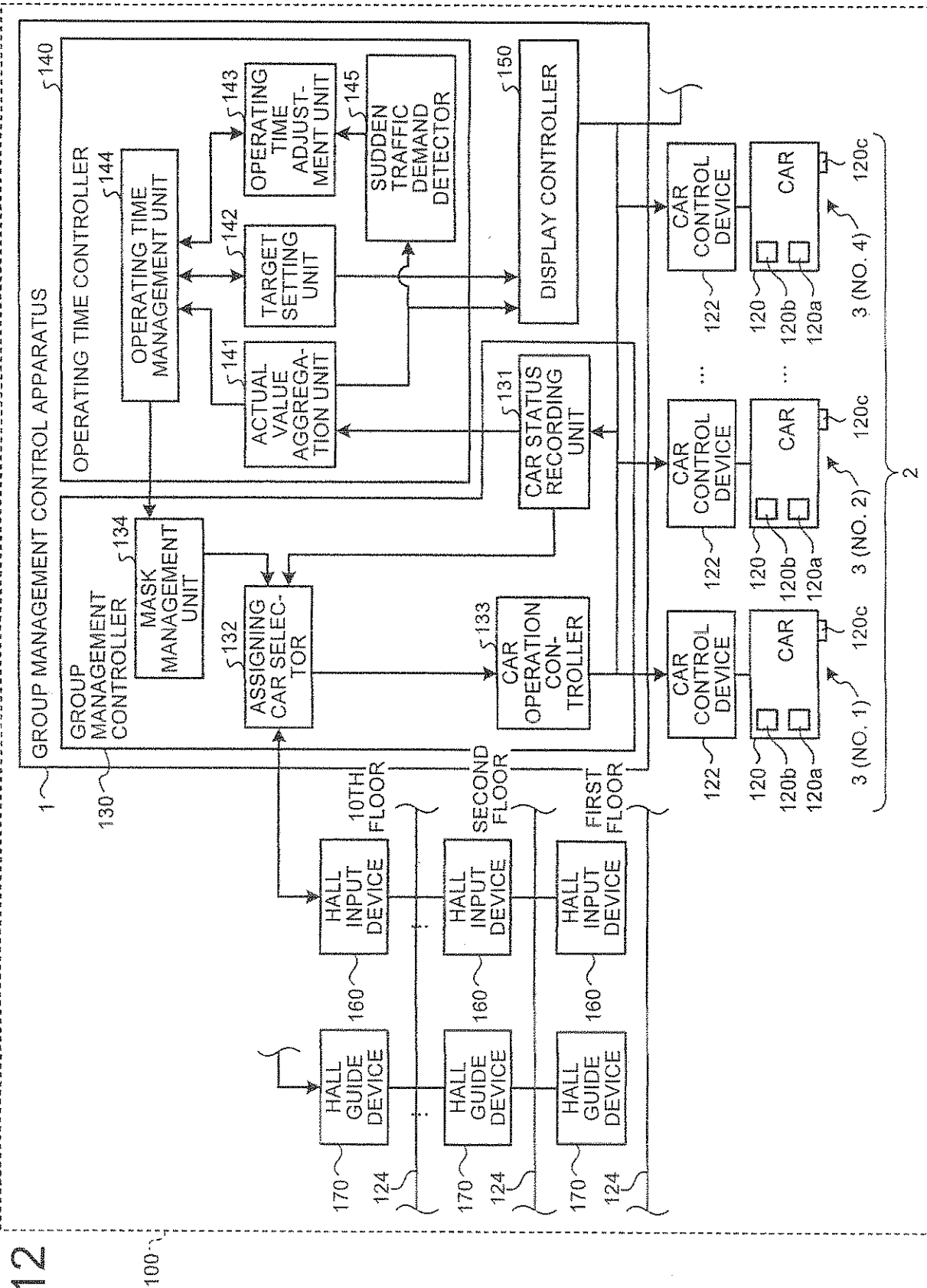


FIG. 13

