

# Examples of Verification Results at Two Stations Where Doors Were Installed First

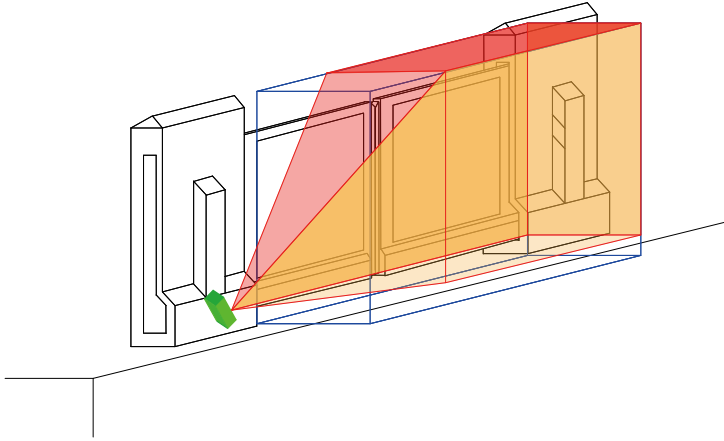
\* These are current specifications and may change based on future verifications.

## • Improvement of TASC (Train Automatic Stop Control system)

Train stopping position data is being studied and analyzed and the TASC device for improving stopping precision will be improved, followed by test runs.

## • Platform door high-performance sensor (ongoing)

It functioned effectively to ensure safety. In some cases, however, it caused train delays, so it will be improved.



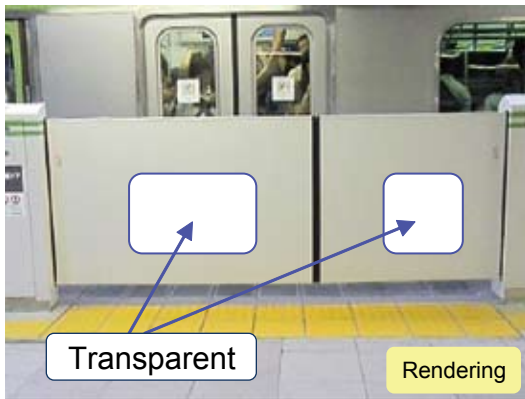
## • Emergency exit (ongoing)

The emergency exits leading passengers safely to the platform during emergencies functioned effectively, so we will continue to use them.



## • Improve visibility of wide doors for lead car

Visibility will be improved in the wide doors (special type of opening doors) for the lead car by making part of the door transparent (while maintaining strength).



## • Use of conductor stopping-position indicator light for conductor

We will install an indicator light that notifies the conductor that the train has stopped at the designated spot to prevent delays from incorrect stopping position.



# Platform base construction

## • Improvement of construction technique for embankment platforms

[Embankment platforms: Platforms built on a mound of soil (such as parts of Otsuka and Komagome stations)]

We will continue to improve the construction technique to shorten work times and lower costs

