

FST-DESTINO

DESTINATION CONTROLLER

The flexible destination control system





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Ever larger office complexes and public buildings result in increased traffic volumes and pose new challenges for operators and lift manufacturers. Particularly in busy high rises, lift systems are pushed to their limits during peak traffic times.

The result: overfilled cars, long wait times and unnerved passengers. Previous approaches for finding a solution concentrated on two aspects in particular: increased car speed and a larger number of group members. These possibilities have their limits as well, however.

MAIN FEATURES

- **Improved transport capacity:**
Efficient utilisation of the lifts by grouping together passengers with the same target floors.
- **Shorter travel and wait times:**
Through the optimised transport capacity and by taking into account the path between the terminal and lifts, both the travel times as well as the wait times can be effectively reduced.
- **Optionally with touch screen or mechanical keyboard**
- **Individual touch screen design**
- **Bus driven system provides for simple infrastructure**
- **Fast system integration**

INCREASED EFFICIENCY

Offering an ideal solution is the destination controller. Unlike conventional group controllers, the passenger does not specify the desired direction of travel, but the desired target floor. This additional information flows into the group algorithm and allows for a considerably more efficient passenger distribution into the individual lifts of the group, thereby contributing to an effective reduction in empty trips and intermediate stops.

The flows of passengers are systematically directed and the system optimally utilised.

CONVENTIONAL GROUP CONTROLLER

With the conventional collective call controller, passengers press the direction button on the landing call panel. A systematic assignment of passengers occurs solely on the basis of the up or down direction.

With a ten-storey office building, this means, for example, that in the morning all passengers on the ground floor would like to travel upwards. Assignment by floor does not occur in this case. As a result, all lifts of the group are in use and inevitably stop on each of the selected floors.

DESTINATION CONTROLLER

With the destination controller, the passenger specifies his or her desired target floor on the so-called landing call terminals. The car assigned by the controller is displayed on the landing call terminal. The passenger enters the indicated car and travels on it to the target floor. Ideal grouping of the passengers on the respective lifts is ensured, thereby resulting in efficient utilisation of the system and optimised passenger flows.

Because the landing call terminals do not necessarily need to be directly at the lifts, they can also be installed in the immediate vicinity of the entrances. On the one hand, this results in a perceived reduction of the wait time at the lifts, since the path between the terminals and lifts can be effectively used to retrieve the car. On the other hand, it opens new possibilities for building architecture.



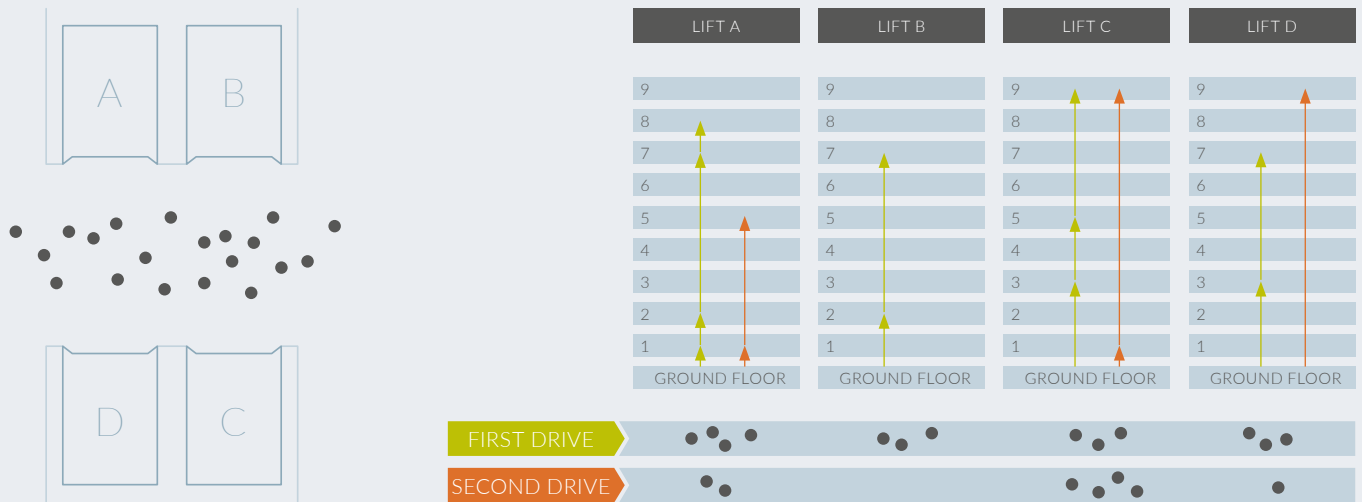
EFFICIENCY EXAMPLE

COMPARISON OF COLLECTIVE CALL CONTROLLER/DESTINATION CONTROLLER AT UP-PEAK TRAFFIC TIME

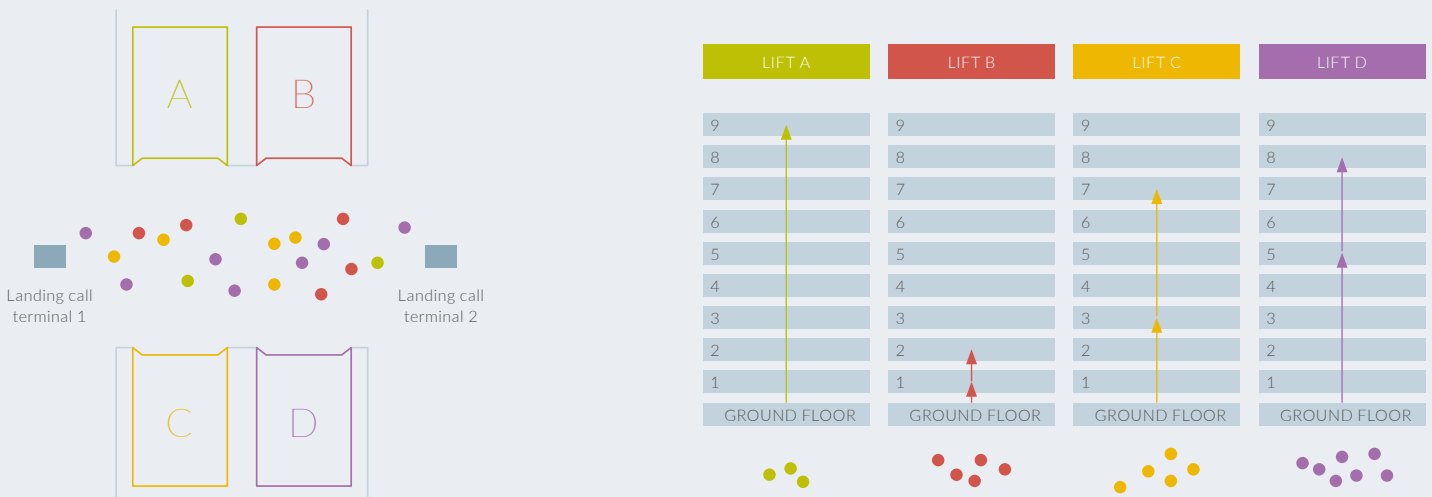
For purposes of illustration, a simplified situation with the following criteria is assumed:

- Busy office building with four-car group
- 20 passengers who enter the building one after another through both entrances
- Up-peak traffic: all passengers travel from the ground floor to the upper floors
- No traffic in-between floors

Schematic diagram of a four-car group with collective call controller



Schematic diagram of a four-car group with destination controller



COMPONENTS OF THE FST DESTINO SYSTEM

DESTINO group controller

The heart of the DESTINO destination controller is the high-performance group control software, which was developed independently by NEW LIFT in-house. Up to eight lift cars can be operated in a DESTINO lift group with 64 floors and two doors. The dispatching algorithm can be adapted to the building requirements, with passenger assignment based on the predicted arrival time and drive time.

DESTINO operating terminals

Two types of operating terminal are available. The high-contrast touchscreen based on the latest smartphone technology or a mechanical keypad with TFT display. If necessary, both terminals – the touch screen and the mechanical keypad – can be used within one DESTINO group.

After entering the destination call request, the user is informed of the car assignment in just a fraction of a second. Up to eight terminals can be used on each floor.

LON bus

The DESTINO group controller system uses the same LON bus technology to connect all operating terminals with the DESTINO group controller and can be combined with the complete range of standard LON modules.

OPERATING TERMINAL DESTINO

with high-contrast touchscreen,
based on the latest
smartphone technology



The car display

The NEW LIFT 5.7" EAZ-TFT position indicator includes the special "planned stops" function, which informs passengers of the current "stop schedule". Optional: CAN interface for third-party displays



Speedgate function

Flexible interface to the building's access control system. Intelligent algorithms take into consideration the walking times between Speedgate (turnstile) at the building entrance and lift as well as the personal floor enables signalled via the transponder.

Traffic analysis and error diagnostics

A sophisticated "black-box recorder" records all floor traffic continuously and without interruption. The graphical depiction of the traffic data allows the group parameters to be optimised at any time.



DESTINO TOUCHSCREEN OPERATING TERMINALS



Touchscreen operating terminals

The touchscreens employed in the DESTINO operating terminals use the latest "Projected Capacitive Touch" technology (PCT), which means even gloved hands pose no problem. The extremely durable hardened glass screen is scratch resistant and virtually unbreakable under normal conditions. To afford the architects maximum design freedom, the touchscreens are supplied as "open frame" units. With 9" screen size, they can be installed nearly flush in panels and columns. These high-performance TFT touchscreens offer a very wide-angle viewing capability and can be mounted either horizontally or vertically.

The DESTINO touchscreen includes the "LUG" LON bus interface. This module makes additional inputs available that can be used, e.g., to offer a disabled call request or the use of a transponder access system. An extensive selection of standard user "interface designs" is available. DESTINO touchscreens are normally configured to be intuitively understandable for the user. If an architect or end customer requires a special design or operation methods, NEW LIFT offers direct and uncomplicated collaboration to provide bespoke solutions.

Mechanical keypad operating terminals

Implemented as a mechanical keypad, the operating terminal can be constructed using a wide range of readily available lift buttons. It is also possible to use specially manufactured keypads from specialist firms for operating elements. If necessary, buttons can be limited to only the possible destination calls on each floor or a telephone-style keypad can be used that allows the destination call to be entered. A total of 24 button inputs are available per floor. The 5.7", high-contrast TFT display informs the DESTINO user of the selected target floor and then immediately indicates to the passenger

which lift has been assigned. We will gladly supply the screen with various texts and graphics or will adapt them to your individual needs.

Special accessibility requirements for people with disabilities

Various options are available for easing access for people with disabilities. For DESTINO systems with touchscreens, a mechanical button with tactile disabled symbol is mounted in a readily accessible location below the touchscreen. Pressing this button calls a pre-arranged lift car, e.g., with a horizontally mounted car operating panel that complies with standard EN 81-70. The floor buttons in the car are released specifically for this drive. This function is deactivated once the drive has been completed. An optional speech output function (SAM) can be included in each DESTINO operating terminal and thereby provides the passengers with information on the lift state.

DESIGN AND FUNCTION OF THE BUILDINGS OF TODAY

When designing lifts, architects and planners today face special challenges: the ever larger office complexes and administration buildings are being designed with increasing levels of visual and aesthetic complexity – true prestige objects so to speak.

This should, of course, be reflected in the technical installations as well. Our NEW LIFT Destino destination call system fits in perfectly with this trend. Making consistent use of the latest touchscreen technology, the elegantly understated design concept allows for individual integration in a wide range of surroundings.

Thus, the aspiration for technical flexibility finds its ideally-matched counterpart in the external form – that's what good design is all about.

To discuss your specific requirements, please contact NEW LIFT directly. We will be happy to help.



NEWLIFT

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