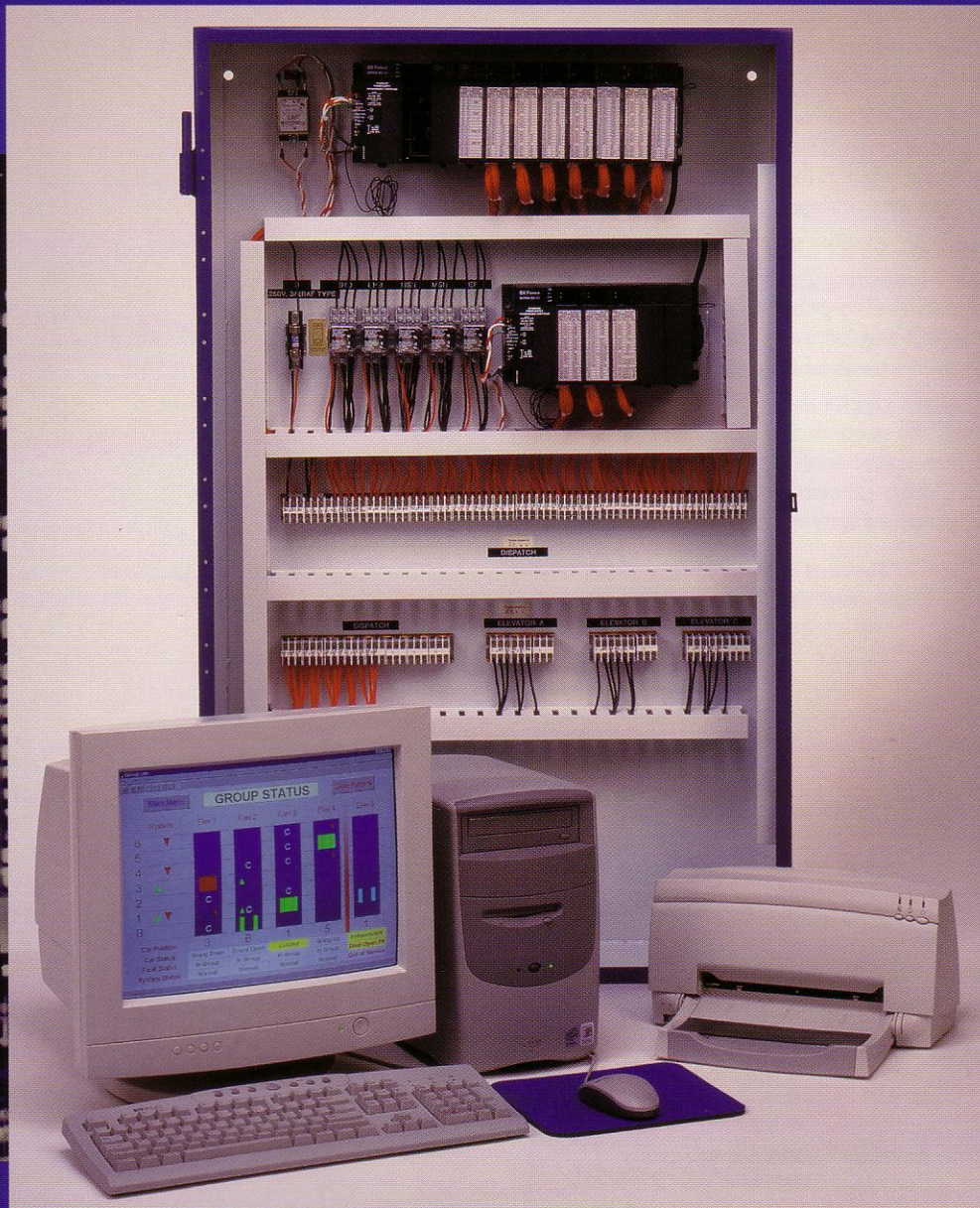


DISPATCH & OVERLAY MONITORING SYSTEMS



DISPATCH & OVERLAY MONITORING SYSTEMS

DISPATCH SYSTEMS are made up of individual car controls connected via a data link into a network with a group supervisory control. Hall calls are sent to the group control, which computes arrival time for each car in the group by means of software developed by Virginia Controls. The hall call is then assigned to the car which can most quickly and efficiently handle the call. The software automatically recognizes peak traffic patterns such as: Heavy Up and Incoming traffic, Heavy Down, Two-way traffic, and Lobby Demand, and adjusts operation automatically. The software continually monitors the status of all elevators, and re-assigns calls as required to provide optimum service.

DISPATCH SYSTEMS are furnished on all VCI multiple-car control packages, except where traditional duplex or triplex operation is specified. Group supervisory controls may also be furnished as stand-alone units for use as **OVERLAYS** to connect the controllers in existing elevator installations. These overlays can provide dramatic reductions in passenger waiting time and better overall elevator utilization.

MONITORING SYSTEMS provide real-time status of car condition, location, and operation. The VCI Elevator Monitoring System uses GE-Fanuc Cimplicity software, a Windows-based and Windows-compatible package, to provide a state-of-art operator interface and monitoring system. Software developed by VCI and tailored to elevator operation provides a turnkey package with no user programming required. Some features of this system are:

- Modifications can be made during runtime to tailor the system to specific parameters.
- All alarms are recorded in a database file and in a text file for review.
- The Group Status screen gives a pictorial view of the entire group.
- The Car Status screens show the operating status of each car in the group.
- The Schematics Menu allows viewing of all schematics.

Typical Dispatch/Overlay Installations by Virginia Controls

Please consult the Virginia Controls sales department for information on these and other Dispatch installations

Year Installed	Location	Installation Type	Elevator Type	Service	Speed, FPM	No. of Ldgs	No. of Cars	New or Mod
1999	LOS ANGELES	OVERLAY	TRACTION	COURTHOUSE	350	12	9	MOD
1999	VANCOUVER	DISPATCH	TRACTION	CONDOMINIUM	500	35	3	NEW
1998	CHARLESTON, SC	OVERLAY (2)	TRACTION	HOSPITAL	350	8	4	MOD
1996	AUSTRALIA	OVERLAY	TRACTION	UNIVERSITY	195	9	4	MOD
1995	WASHINGTON, DC	DISPATCH	TRACTION	OFC BLDG	350	8	6	MOD
1994	LOS ANGELES	DISPATCH	TRACTION	HOSPITAL	350	9	6	MOD
1992	CHICAGO	DISPATCH	TRACTION	DEPT STORE	600	15	5	MOD
1991	ASHBORN, VA	DISPATCH	HYDRO	OFC BLDG	150	4	5	NEW
1991	LOS ANGELES	DISPATCH	TRACTION	HOSPITAL	500	16	6	MOD
1990	CHICAGO	DISPATCH	TRACTION	DEPT STORE	700	16	5	MOD

STANDARD FEATURES:

Maximum cars in group: 12
 Group operation with real-time response dispatching
 Maximum # of landings: 64
 Non-proprietary software and hardware
 Field-programmable features and options
 No proprietary maintenance tools

NEMA Class I wall-mounted enclosure
 State and local code compliance
 Compact, lightweight design
 Improved elevator efficiency
 Replacement parts readily available

OPTIONS:

Special algorithms available to suit building requirements
 Remote monitoring
 Modem communications
 CRT Systems Status and Diagnostics
 Advanced diagnostics and fault-logging
 UL/CSA certification

Free-standing enclosure
 NEMA 4x or NEMA 12 enclosure

Member NAEC and CECA