

Standard Function	
The following paragraphs provide brief descriptions of the standard features incorporated in the FUJI elevator. Please feel free to approach our sales personnel for further clarification on these standard features.	
Fully Selective Collective Control	When in automatic or attendant control, the elevator stops in response to the in car registration while automatically follows landing call up and down: for example a passenger could register a call at any call landing and direction.
Overload Non-Start	When the car load exceeds the capacity or rated load of the elevator, the elevator will stop operation with the doors fully opened on that floor and a buzzer is annunciated.The buzzer will stop when a sufficient number of passengers have exited the car and the car load is less than the rated load.
Full Load Automatic Bypass	When the car load has exceeded 80% of the rated load or capacity of the elevator, the elevator will automatically ignore all the hall calls in the direction of service and respond to in car registration only.
False Calls Cancellation / Anti-Nuisance Cancellation	All car calls are automatically cancelled to avoid unnecessary stops caused by registration of nuisance car calls when the numbers of car calls registered do not correlate with the car load.
Wrong Registration Cancellation	If the passenger realized that wrong button was pushed and registered at the car operating panel, cancellation can be made to the wrong registration by pushing the same push button twice incessantly.
Clear Registration at Changing Direction	When the elevator reached the last landing and changing travel direction, all the registrations behind its present travel will be cancelled at once.
Independent Service	When the elevator switched to independent service, the function will act as exclusive travel which overlooks all landing calls and the automatic door opening and closing is blocked. Other features are similar to attendant service.
Continuity of Service	The system will exclude an elevator from the assignment of hall calls when the car cannot respond to the calls registered. Another car in the group will operate as a backup for the excluded car to ensure continuity of service to all hall calls.
Car Light & Fan Automatic Shut Off	The elevator with this energy saving feature will automatically switches off the car internal lighting and ventilation fans when no calls are registered after a predetermined period of time.
Automatic Parking	During off-peak hours, after the elevator cars have been dormant with doors closed for a predetermined amount of time, the system disperses each car to a designed location (main floor and upper floor), thus allowing more efficient service to future hall calls.
Emergency Car Lighting	An emergency LED light located at car operating panel switches on automatically in the event of a power failure, providing illumination within the car. The emergency light will allow any passengers inside the car to locate and utilize the interphone or the alarm bell to alert the building superintendent.
Alarm	During emergency, by continuously pressing the alarm button in the operation panel, the alarm installed on the car lift pit would sound to alert the security or building superintendent.
Clock Control	With the built in clock system by real time, the exact time of the elevator breakdown could be recorded in the Error Log. The clock control can also be used to initiate the required functions precisely by time.
Attendant Service	The operating mode of an elevator can be switched to attendant service from the normal full-automatic operation by activating this override switch as and when required. This switch is installed on the maintenance recess panel, which is located on the lower part of the car operating panel. When hall calls are registered, the appropriate direction arrows in the car will be illuminated to indicate the service direction of the car. The automatic door closing is blocked and the door can only be closed by the attendant who keeps pressing on the door closing push button.
Inspection Operation	It is a function for field mechanic or technician to carry out maintenance, inspection or testing task. When entering inspection operation, the elevator will come into inching operation at approximately speed of 0.3m/s.

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Full Height Sensor Door Safety Device	This versatile door safety device re-opens closing doors immediately when the infrared beam installed on the car doors is interrupted. The doors will close again after re-opening. Standard type is the multiple beam infrared safety rays which cover the full height of the car doors and the other optional type is multiple beam infrared safety rays which cover the full height of the car doors incorporated into door safety edge (2 in 1 functions).
Automatic Control Door Opening Time	When the elevator is in automatic mode, the door will close automatically by delay after the elevator arrived at a landing with the door open.The default delay is 3 seconds for a landing with or without any call and the delay time can be changed by setting the relevant parameter.
Pre-Closing Door by Door Closing Button	When the elevator door is open at automatic mode, the door can be closed immediately before the delay elapses by pushing the door closing push button.
Re-Open with Hall Call	While the doors are closing, they can be re-opened by pressing the hall button.
Main Floor Shut Off / Parking	The elevator car can be called to the main floor to be shut off and regain the normal service automatically by the key switch located at the hall push button faceplate.
Interphone System	In case of emergencies, the interphone installed inside the elevator facilitates direct two-way communication with the rescue personnel in the motor room. Communication is also possible with the building superintendent if an optional intercom is installed in the building control room. The interphone is activated by simply pressing the interphone button on the car operating panel.
Car Arrival Chime	An electronic chime provides an audio signal to inform waiting passengers of the arrival of the elevator car at each floor. The chime can be mounted on the top or bottom of the car, or at each landing floor if required.
Fire Emergency Return	When the building's fire or smoke detectors are activated or the switch on the supervisory panel (optional) is activated, all calls are cancelled and all the elevators will immediately travel to the main lobby and park there with the doors fully open. However, the electrical signal that indicates the actuation of the fire sensors must be supplied to the elevator controller by others.
Power on Re-leveling	If power off or malfunction, the car may stop between floors. In this case, the car will move to the nearest floor when power is restored.
Historical Fault Log	The historical fault log keeps the latest 20 fault records concerning the occurring time, floors and codes.
Self-Diagnosis of Malfunctions	Controller can save the most recent 60% malfunctions and show them quickly on screen for diagnose.
Floor and Direction Indicator in the Car	The indicator located at the car operating panel will display the number of the arrival floor and the up or down direction of the elevator for passengers inside the car.
Floor and Direction Indicator at Hall	Displaying the arrival floor and the up / down direction at hall.

Elevator Optional Features

Optional Function	
The features described in the proceeding paragraphs are optional features which may be added to the standard features of an elevator. The list of optional features provided here are not meant to be exhaustive and the customer is encouraged to approach the sales personnel on additional features that are not described in these paragraphs.	
Group Control System	The group control system for three or more elevators employs artificial intelligence and fuzzy logic. The highest refined knowledge and experience harnessed in the field of group control have been incorporated into the microprocessors, allowing car assignments to the most used location and thereby providing superb elevator efficiency and optimum service.The following main features are included in the group control system.
Up Peak Service in Group Control	This option only available with the in group control by time relay setting or by manual switch. When more than three up going call are registered on the main landing, the up peak service traffic mode will be actuated, whereby all the elevators will immediately return to the main landing with door open as soon as they accomplished the up peak service mission. This up peak service will regain to normal service when the up peak service time is over which is determined either by time relay setting or by manual switch.
Down Peak Service in Group Control	This option only available with the in group control by time relay setting or by manual switch. When the situation in which elevators descend to the main landing fully loaded appears, the down peak service travel mode will be actuated, whereby all the elevators will immediately return to the top landing with door open as soon as they accomplished the up peak service mission.This down peak service will regain to normal service when the up peak service time is over which is determined either by time relay setting or by manual switch.
Zoned Waiting Service	This option only available with the in group control. When every elevator stayed waiting more than 60 seconds, the group control activated the zoned waiting service for example, a) if no elevator is located on the main landing and the landing below it, the system will assign an elevator with easier access to the main landing, waiting there with door closed. b) if two of the elevators are in the normal service while no elevator is located on any of the upper floors above the intermediate one, the system will assign an elevator with easier access to the predetermined upper landing, waiting there with door closed.
Operating By Emergency Power (Source-Automatic)	When the normal power supply fails, this optional feature will direct each elevator automatically to a specified floor, one-by-one, powered by the building's standby generator. When the elevators car arrives at the specified floor, the doors will open to allow passengers to disembark and then the elevator will shut down. If required, one or more designed elevators can respond to car and hall calls under the normal operation mode but powered by the building standby generator.
Voice Synthesizer / Announcer	The synthesized voice announcer makes a voice announcement of the approaching floor during every leveling time, elevator travel direction, door closing, playing pre-recorded music and etc.
Uninterrupted Power Supply (UPS)	During normal power failure, the uninterrupted power supply (UPS) converts stored energy from its bank of rechargeable batteries to drive the elevator car to the nearest floor and opens the elevator doors to let the passengers out. The UPS optimizes the use of the stored battery power by selecting the direction which requires the least effort. (This device is suitable for those buildings without an emergency power source allocated for the elevator.)
Supervisory Panel	With this panel, the building superintendent can monitor elevator operations and control emergency operations from the building's control room or electrical room. Position indicators, direction lights and intervenes can be installed on this panel if requested. Additional features can also be accommodated where possible.
Non-Service of Specified Floor	A key switch can be installed on the maintenance recess panel, which is located on the lower part of the car operating panel, to suspend elevator service to specified floor(s) when activated. This feature allows the client to selectively suspend elevator service to selected floors for various reasons such as unoccupied floors, after office hour's operation or even for security reasons.
Auxiliary Car Operating Panel	An auxiliary car operating panel can be installed on the unoccupied front return panel in large capacity elevators or elevators in high occupancy buildings to provide easier access to passengers in the car. Special auxiliary car operating panels with features catered to the handicapped are also available upon request.
Floor Identification by IC Card in Car	The card reader is integrated in the car operating panel for identification check in to the floors which access is permitted by authorization only. There are two ways IC card control in the car available as follows; 1. The card allows for a specific floor only so that the card bearer can have access to all the free access floors and the one which entry is permitted by his card. 2. A specific card allows for the access to several controlled floors so the card bearer can register his or her destination floor within a predetermined time delay after checked in with his card in the elevator car.

Optional Function	
Handicapped Car Operating Panel	The handicapped car operating panel can be located either below the master car operating panel or predetermined height according to handicapped requirement at the left car enclosure. This car operating panel shall have braille push button for floors, door close, door open, intercom and alarm.
VIP Priority Service	With VIP priority service, a VIP landing is preset, where a VIP switch is integrated in the landing call button panel. A VIP service is activated by resetting the switch once, whereby all the landing and in car registration are cancelled immediately and the elevator travel directly to the VIP landing with door open when it arrives. Both the automatic door closing and landing calls are blocked to enable the VIP passenger to select the destination floor and closing the door by pushing the door closing push button constantly until the door is fully closed. The elevator will regain normal operation once the VIP passenger leave the elevator car.
Earthquake Sensor Device	With the earthquake sensor device, a contact signal generated by the earthquake detector is sent to the controller in the event of an earthquake. The control system will in turn order the elevators in service to land to the nearest landing with door open to release the passengers.
Floor Identification by IC Card at Landing	The card reader is integrated in the hall call button panel on every landing for identification check in to the floors which access is permitted by authorization only. There are two ways IC card control at landing can be used. These are as follows: 1. The card allows its bearer to register a call for the specific floor only on the landing so that the card bearer can have access to all the free access floors and the one which entry is permitted by the card. 2. A specific card allows for the access to several controlled floors so the card bearer can register its destination floor within a predetermined time delay after checked in with the card in the elevator car.
Community Monitoring System	The elevator community monitoring system is to establish a platform for intelligent elevator monitoring cell. The use of anti-interference ability of the CAN bus in real-time transmission of data; obtain elevator's fault and base iformation so that we can monitor the fault information for processing and analysis. This community monitoring system network are flexible with 4 CAN interface and each interface can connect up to 25 elevators which has the ability to monitor a total of 100 elevators. When the elevator breaks down and records a timely tip, this powerful database features all the fault information and can be collated for analysis in order to guide the maintenance of elevators.
Energy Regenerator Variable Frequency Drive System	In case the motor is in operation while releasing the mechanical energy of the system, the regenerative electrical energy will charge the DC capacitor bank via the switch of inverter which will cause DC pump voltage. When the pump voltage reached the set value, the external regenerative energy inverter will start operation rapidly and effectively to convey the DC pump energy consumed in the braking resistor to power grid through active inverting. This system is implemented for cost saving on power supply and it is environmental friendly.
Voltage Compensating Alternative Stabilizer	The voltage compensating alternative stabilizer is required if the fluctuation of voltage or load changes frequently occurs which will damage the elevator electrical parts and cause elevator to breakdown. This device will automatically function to maintain the stability of the output voltage before going to the elevator system.
Destination Dispatch System (DDS)	Destination Dispatch System (DDS) is a kind of intelligent dispatch system for the destination floor. With this system, several elevators (maximum 8 units) can be grouped and the passengers can input the destination floor in the human-machine interactive device, then one of the elevators can be distributed by the system to transport the passengers according to the current status of run of the elevators. Characteristic of destination dispatch system is that the information on destination floor has been obtained prior to elevators distribution, which means that the arrival time of the passengers has been considered in the elevators dispatching information. Contrast to the traditional dispatch system, the destination dispatch system can greatly reduce the average time of arrival and long-time wait rate. The dispatching advantages of DDS controller are especially obvious among the buildings with dense crowd, which behaved as: the destination dispatch system can execute zoning service according to the information on destination floor registered by the passengers, to possibly shorten the round travel of the elevator and transport the passengers with the shortest time. The design objective of the system is to improve the accuracy of group control dispatching, reduce the waiting time during busy time (especially at the peak hours) and long-time wait rate, as well as apply to different architectural layouts.
System advantages	* High efficiency and safety. It integrates various advanced dispatching technologies such as expert system, fuzzy logic and neural network, to ensure the high efficiency and safety of the elevator based on CAN bus. Comfort travel. Waiting time and long time wait rate of the passengers can be effectively reduced by distributing the destination floor areas, to avoid the crowding during waiting and reduce the anxiety of the passengers during waiting. * Cost reduction. Improvement of the operation efficiency can reduce the total quantity of elevators equipped in the building and reduce its construction cost.