

"The Planning and performance of groups of elevators"

List of abbreviations / definitions

ATTC	Average Travel Time in the Car.
ATTD	Average Time To Destination.
AWT	Average Waiting Time (theoretical minimum): Average Departure Interval or Cycle Interval divided by two.
CFT	Car Flight Time.
Cycle RTT	Average Time for group to serve all upper floors once.
Cycle INTERVAL	Cycle RTT divided by the number of cars in a group.
Dep. INTERVAL	Departure INTERVAL: Cycle RTT divided by the number of cars in a group.
DC5	Distribution Capacity of a group for UP going passengers per 5 minutes in percent of the population.
DCT	Door Closing Time: Time required to fully close and lock the doors and to open the mechanical brake of the drive system. (Time from the moment the doors start to close till the moment the car starts to move).
DDFT	Door to Door Flight Time: The time from the moment doors start closing till moment doors are fully open and car floor is level with the target floor.
DOT	Door opening time: Time to unlock and fully open the doors.
FCFS	"First come first served" method for passenger assignment.
Omitted floors	Floors not served during a specific UP trip of a "selected floors" pattern.
Probable stops	The number of stops predicted by mathematical theory for the UP trip of traditional elevators. The number of "probable stops" depends on the number of floors served and the number of passengers in the car.
RTT	Average Round Trip Time. The RTT is the key parameter of traditional traffic calculations for groups of "collective selective" elevators.
RTT L & H	Average Round Trip Time of all trips of a "selected floors" pattern.
Selected floors	Floors served during a specific UP trip of a "selected floors" pattern.
TC5	DOWN Transport Capacity per 5 minutes in percent of the population.
TTC	Total Transport Capacity per 5 minutes in percent of the population, i.e. the total of DC5 + TC5.
Traditional groups	Groups with "collective selective" controls.