Patent Claims

1. A method for operation of an elevator installation (100) having at least one elevator (10, 10', 10''), at least one call input apparatus (4) and a call controller (3); with a call (T4) on a call input landing being transmitted from the call input apparatus (4) to the call controller (3); in a normal operating mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4), for this purpose at least one normal operation signal is transmitted by the call controller (3) to the allocated elevator (10, 10', 10''); for a transmitted normal operation signal, at least one elevator controller (2, 2', 2'') for the allocated elevator (10, 10', 10'') operates at least one elevator car (1, 1') of the allocated elevator (10, 10', 10'') to travel to the call input landing, characterized in that, in a busy-period mode of the elevator installation (100), the call controller (3) transmits at least one main operation signal to at least one elevator (10, 10', 10''); in that, for a main operation signal which is transmitted to an elevator (10, 10', 10''), at least one elevator car (1, 1') of this elevator (10, 10', 10'') is operated by at least one elevator controller (2, 2', 2'') for this elevator (10, 10', 10'') to travel between at least two main operation landings (HS).

2. The method as claimed in patent claim 1, characterized in that at least one traffic signal is transmitted to at least one output apparatus (40); and in that the traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40).

3. The method as claimed in patent claim 2, characterized in that the traffic information indicates that an elevator car (1, 1') is ready to enter

and/or in that the traffic information indicates that an elevator car (1, 1') is being prepared for entering

and/or in that the traffic information indicates that an elevator car (1, 1') is no longer ready to enter

and/or in that the traffic information indicates that an elevator car (1, 1') is not ready to enter

and/or in that the traffic information indicates that an elevator car (1, 1') is not in operation

and/or in that the traffic information indicates which elevator cars (1, 1') of a plurality of elevators (10, 10', 10'') on a main operation landing (HS) are ready to enter

and/or in that the traffic information indicates the time sequence in which which elevator cars (1, 1') of a plurality of elevators (10, 10', 10'') on a main operation landing (HS)are ready to enter

and/or in that the traffic information indicates which elevator cars (1, 1') of a plurality of elevators (10, 10', 10'') on a main operation landing (HS) are being prepared for entering

and/or in that the traffic information indicates which elevator cars (1, 1') of a plurality of

elevators (10, 10', 10'') on a main operation landing (HS) are no longer ready to enter

and/or in that the traffic information indicates which elevator cars (1, 1') of a plurality of elevators (10, 10', 10'') on a main operation landing (HS) are not ready to enter

and/or in that the traffic information indicates which elevator cars (1, 1') of a plurality of elevators (10, 10', 10'') are not in operation

and/or in that the traffic information indicates the predetermined arrival time at which an elevator car (1, 1') will move to a main operation landing (HS)

and/or in that the traffic information indicates the difference time with respect to an arrival time, on reaching which arrival time an elevator car (1, 1') will move to a main operation landing (HS)

and/or in that the traffic information indicates the predetermined departure time at which an elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates the difference time with respect to a departure time, on reaching which departure time an elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates the predefined number of passengers with which an elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates the predefined useful load with which an elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates the difference number from a predefined number of passengers, on reaching which number of passengers an elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates the difference number from a predefined useful load, on reaching which useful load an elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates the predefined number of passengers with which an elevator car (1, 1') will depart from a main operation landing (HS); and in that, if a predefined departure time is reached before the predefined number of passengers of the elevator car (1, 1') is reached, the elevator car (1, 1') will depart from the main operation landing (HS) without reaching the predefined number of passengers

and/or in that the traffic information indicates the predefined useful load with which an elevator car (1, 1') will depart from a main operation landing (HS); and in that, if a predefined departure time is reached before the predefined useful load of the elevator car (1, 1') is reached, the elevator car (1, 1') will depart from the main operation landing (HS) without reaching the predefined useful load

and/or in that the traffic information indicates after reaching what predetermined time after detection of at least one passenger information item, which is detected by at least one sensor (5), in an elevator car (1, 1'), this elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates after reaching what predetermined time after detection of at least one passenger information item, which is detected by at least one sensor (5), in an elevator car (1, 1'), this elevator car (1, 1') will move to a main operation landing (HS).

4. The method as claimed in one of patent claims 1 to 3, characterized in that at least one passenger information item is detected by at least one sensor (5) in at least one detection area; and in that the sensor (5) transmits at least one sensor signal to the call controller (3), which sensor signal indicates a passenger information item which has been detected by the sensor (5) in the detection area.

5. The method as claimed in patent claim 4, characterized in that the transmitted sensor signal is read by the call controller (3) into at least one counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current number of passengers (T1) is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current useful load (T1') is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that the transmitted sensor signal is used to estimate a current number of passengers (T1)

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current useful load (T1') is estimated in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current number of passengers (T1) from at least one landing (S1 to S9) is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current useful load (T1') from at least one landing (S1 to S9) is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current number of passengers (T1) of at least one elevator car (1, 1') is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current useful

load (T1') of at least one elevator car (1, 1') is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current number of passengers (T1) of each elevator car (1, 1') of a double-decker arrangement of an elevator (10) is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current useful load (T1') of each elevator car (1, 1') of a double-decker arrangement of an elevator (10) is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current number of passengers (T1) of elevator cars (1, 1') which can be moved independently of one another, one on top of the other, in an elevator shaft (S0'), of an elevator (10'), is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current useful load (T1') of elevator cars (1, 1') which can be moved independently of one another, one on top of the other, in an elevator shaft (S0'), of an elevator (10'), is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current number of

passengers (T1) of the elevator installation (100) is maintained in the counting register

and/or in that the transmitted sensor signal is read by the call controller (3) into at least one counting register; and in that a current useful load (T1') of the elevator installation (100) is maintained in the counting register.

6. The method as claimed in patent claim 5, characterized in that at least a current number of passengers (T1) is stored, provided with at least one time marking, in at least one computer-readable data memory; in that a current number of passengers (T1) which is stored in the computer-readable data memory is identified via the time marking; and in that at least one current number of passengers (T1), which is stored in the computer-readable data memory, is loaded into the call controller (3), which time marking corresponds to the stored current number of passengers (T1) at a current clock time

and/or in that at least a current useful load (T1') is stored, provided with at least one time marking, in at least one computer-readable data memory; in that a current useful load (T1') which is stored in the computer-readable data memory is identified via the time marking; and in that at least one current useful load (T1'), which is stored in the computer-readable data memory, is loaded into the call controller (3), whose time marking corresponds to a current clock time.

7. The method as claimed in one of patent claims 1 to 6, characterized in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) is positioned with the

elevator door open on at least one main operation landing (HS)

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) moves to a main operation landing (HS) at predetermined arrival times

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) departs from a main operation landing (HS) at predetermined departure times

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) departs from a main operation landing (HS) at regular departure times

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) moves to the main operation landings (HS) in a predetermined sequence

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) moves to a main operation landing (HS) again only once it has moved to at least one other main operation landing (HS)

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) departs from a main operation landing (HS) as soon as at least a predefined passenger information item is detected in the elevator car (1, 1')

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator

installation (100) departs from a main operation landing (HS) as soon as at least one predefined passenger information item is detected in the elevator car (1, 1'); and in that, if a predetermined departure time is reached before the predefined passenger information item for the elevator car (1, 1') is reached, the elevator car (1, 1') departs from the main operation landing (HS) without reaching the predefined passenger information item

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) departs from a main operation landing (HS) as soon as at least one predetermined time after detection of at least one passenger information item in the elevator car (1, 1') has been reached in the elevator car (1, 1')

and/or in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) moves to a main operation landing (HS) as soon as at least one predetermined time after detection of at least one passenger information item in the elevator car (1, 1') has been reached in the elevator car (1, 1').

8. The method as claimed in one of patent claims 1 to 7, characterized in that the call controller (3) checks whether a current number of passengers (T1) is greater than at least one traffic-technical threshold value (T2); and in that, if the current number of passengers (T1) is greater than the traffic-technical threshold value (T2), the elevator installation (100) is operated in the busy-period mode

and/or in that the call controller (3) checks whether a current useful load (T1') is greater than at least one traffic-technical threshold value (T2); and in that, if the current useful load (T1') is greater than the traffic-technical threshold value (T2), the elevator installation (100) is operated in the busy-period mode

and/or in that the call controller (3) checks whether a current number of passengers (T1) is less than or equal to at least one traffic-technical threshold value (T2); in that, if the current number of passengers (T1) is less than or equal to the traffic-technical threshold value (T2), the elevator installation (100) is operated in the normal operating mode

and/or in that the call controller (3) checks whether a current useful load (T1') is less than or equal to at least one traffic-technical threshold value (T2); in that, if the current useful load (T1') is less than or equal to the traffic-technical threshold value (T2), the elevator installation (100) is operated in the normal operating mode

or in that the call controller (3) checks whether a current number of passengers (T1) is greater than at least one traffic-technical threshold value (T2); in that, if the current number of passengers (T1) is greater than the traffic-technical threshold value (T2), the elevator installation (100) is operated in the busy-period mode; and in that the traffic-technical threshold value (T2) denotes an upper load-level limit of the elevator installation (100), at which a capacity, which is specific to the elevator installation, is undershot by the current number

of passengers (T1) by a factor of 5, preferably 3, and preferably 2

or in that the call controller (3) checks whether a current useful load (T1') is greater than at least one traffic-technical threshold value (T2); in that, if the current useful load (T1') is greater than the traffic-technical threshold value (T2), the elevator installation (100) is operated in the busy-period mode; and in that the traffic-technical threshold value (T2) denotes an upper load-level limit of the elevator installation (100), at which a capacity, which is specific to the elevator installation, is undershot by the current useful load (T1') by a factor of 5, preferably 3, and preferably 2.

9. The method as claimed in one of patent claims 1 to 8, characterized in that the call controller (3) checks whether a current number of passengers (T1) is less than or equal to at least one energy-technical threshold value (T2'); and in that, if the current number of passengers (T1) is less than or equal to the energy-technical threshold value (T2'), the call controller (3) temporarily stops at least one elevator (10, 10', 10'')

and/or in that the call controller (3) checks whether a current useful load (T1') is less than or equal to at least one energy-technical threshold value (T2'); and in that, if the current useful load (T1') is less than or equal to the energy-technical threshold value (T2'), the call controller (3) temporarily stops at least one elevator (10, 10', 10'')

or in that the call controller (3) checks whether a current number of passengers (T1) is less than

or equal to at least one energy-technical threshold value (T2'); in that, if the current number of passengers (T1) is less than or equal to the energy-technical threshold value (T2'), the call controller (3) temporarily stops at least one elevator (10, 10', 10''); and in that the energy-technical threshold value (T2') denotes a lower load-level limit of the elevator installation (100), at which a capacity, which is specific to the elevator installation, is undershot by the current number of passengers (T1) by a factor of 20, preferably 10, and preferably 6

or in that the call controller (3) checks whether a current useful load (T1') is less than or equal to at least one energy-technical threshold value (T2'); in that, if the current useful load (T1') is less than or equal to the energy-technical threshold value (T2'), the call controller (3) temporarily stops at least one elevator (10, 10', 10''); and in that the energy-technical threshold value (T2') denotes a lower load-level limit of the elevator installation (100), at which a capacity, which is specific to the elevator installation, is undershot by the current useful load (T1') by a factor of 20, preferably 10, and preferably 6

and in that the call controller (3) checks whether a current number of passengers (T1) is greater than at least one energy-technical threshold value (T2); and in that, if the current number of passengers (T1) is greater than the energy-technical threshold value (T2), the elevator installation (100) is operated in the normal operating mode

and in that the call controller (3) checks whether a current useful load (T1') is greater than at least one energy-technical threshold value (T2); and in that, if the current useful load (T1') is greater than the energy-technical threshold value (T2), the elevator installation (100) is operated in the normal operating mode.

10. The method as claimed in one of patent claims 1 to 9, characterized in that the call controller (3) checks whether a current clock time of the elevator installation (100) is within at least one predetermined main operating time period; and in that, if the current clock time of the elevator installation (100) is in the predetermined main operating time period, the elevator installation (100) is operated in the busy-period mode

and/or in that the call controller (3) checks whether at least one busy-period mode switch of the elevator installation (100) is activated; and in that, if the busy-period mode switch of the elevator installation (100) is activated, the elevator installation (100) is operated in the busy-period mode

and/or in that the call controller (3) checks whether a current clock time of the elevator installation (100) is within at least one predetermined normal operating time period; and in that, if the current clock time of the elevator installation (100) is within the predetermined normal operating time period, the elevator installation (100) is operated in the normal operating mode

and/or in that the call controller (3) checks whether at least one normal operating mode switch

of the elevator installation (100) is activated; and in that, if the normal operating mode switch of the elevator installation (100) is activated, the elevator installation (100) is operated in the normal operating mode

and/or in that the call controller (3) checks whether a current clock time of the elevator installation (100) is within at least one predetermined secondary operating time period; and in that, if the current clock time of the elevator installation (100) is within the predetermined secondary operating time period, the call controller (3) temporarily stops at least one elevator (10, 10', 10'')

and/or in that the call controller (3) checks whether at least one secondary operating mode switch of the elevator installation (100) is activated; and in that, if the secondary operating mode switch of the elevator installation (100) is activated, the call controller (3) temporarily stops at least one elevator (10, 10', 10'').

11. The method as claimed in one of patent claims 1 to 10, characterized in that, in the normal operating mode of the elevator installation (100), at least one elevator (10, 10', 10'') is allocated by the call controller (3) to a call (T4) transmitted by the call input apparatus (4)

and/or in that the call input apparatus (4) receives at least one code and transmits it to the call controller (3); in that, in the normal operating mode of the elevator installation (100), the call controller (3) associates at least one call (T4) with the transmitted code; and in that the call controller (3) allocates at least one

elevator (10, 10', 10'') to the associated call (T4)

and/or in that, in the busy-period mode of the elevator installation (100), at least one elevator (10, 10', 10'') is allocated by the call controller (3) to a call (T4) transmitted by the call input apparatus (4)

and/or in that the call input apparatus (4) receives at least one code and transmits it to the call controller (3); in that, in the busy-period mode of the elevator installation (100), the call controller (3) associates at least one call (T4) with the transmitted code; and in that the call controller (3) allocates at least one elevator (10, 10', 10'') to the associated call (T4).

12. The method as claimed in patent claim 11, characterized in that, in the busy-period mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4) and/or code only if a capacity, which is specific to the elevator installation, of the elevator (10, 10', 10'') is undershot by the current number of passengers (T1) in the elevator (10, 10', 10'') by a factor of 5, preferably 3, and preferably 2

and/or in that, in the busy-period mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4) and/or code only if a capacity, which is specific to the elevator installation, of the elevator (10, 10', 10'') is undershot by the current useful load (T1') of the elevator (10, 10', 10'') by a factor of 5, preferably 3, and preferably 2

and/or in that, in the busy-period mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4) and/or code only if the movement to serve the call (T4) is between at least two main operation landings (HS)

and/or in that, in the busy-period mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4) and/or code only if the transmitted call (T4) and/or code is associated with a VIP passenger profile.

13. The method as claimed in one of patent claims 1 to 12, characterized in that the call controller (3) takes account of a destination call as a call (T4); and in that the call controller (3) determines for the destination call at least one best call allocation for a movement by at least one elevator car (1, 1') from a departure landing to an arrival landing with as short a waiting time as possible

and/or in that the call controller (3) takes account of a destination call as a call (T4); and in that the call controller (3) determines for the destination call at least one best call allocation for a movement by at least one elevator car (1, 1') from a departure landing to an arrival landing with as short a waiting time as possible, with the waiting time being a time period between a call input and opening of an elevator door of the elevator car (1, 1') of the elevator (10, 10', 10'') allocated to the destination call, on the departure landing

and/or in that the call controller (3) takes account of a destination call as a call (T4); and in that the call controller (3) determines for the destination call at least one best call allocation for a movement by at least one elevator car (1, 1') from a departure landing to an arrival landing with as short a time to the destination as possible

and/or in that the call controller (3) takes account of a destination call as a call (T4); and in that the call controller (3) determines for the destination call at least one best call allocation for a movement by at least one elevator car (1, 1') from a departure landing to an arrival landing with as short a time to the destination as possible, with the time to the destination being a time period between a call input and opening of an elevator door of the elevator car (1, 1') of the elevator (10, 10', 10'') allocated to the destination call, on the arrival landing.

14. The method as claimed in one of patent claims 12 or 13, characterized in that the call controller (3) transmits at least one traffic signal to at least one output apparatus (40) for a call (T4), which output apparatus (40) is in the vicinity of the call input apparatus (4) which has transmitted the call (T4) to the call controller (3)

and/or in that the call controller (3) transmits at least one traffic signal to at least one output apparatus (40) for a call (T4), which output apparatus (40) is in the vicinity of the call input apparatus (4) which has transmitted a code to the call controller (3), with which transmitted code the call controller (3) has associated at least one call (T4).

15. The method as claimed in patent claim 14, characterized in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates that a call (T4) and/or code transmitted to the call controller (3) is being served by the elevator installation (100)

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates which elevator car (1, 1') is serving a call (T4) and/or code transmitted to the call controller (3), on which departure landing

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates at least one movement description from a call input landing to a departure landing, from which departure landing an elevator car (1, 1') will depart in order to serve a call (T4) and/or code transmitted to the call controller (3)

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates which elevator car (1, 1') will serve a call (T4) and/or code transmitted to the call controller (3), with a movement to which arrival landing

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates at least one movement description from an arrival landing to a destination landing, which arrival landing an elevator car (1, 1') will move to in order to serve a call (T4) and/or code transmitted to the call controller (3)

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates the departure time from a departure landing at which an elevator car (1, 1') will serve a call (T4) and/or code transmitted to the call controller (3)

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates the difference time from a departure time from a departure landing after which an elevator car (1, 1') will serve a call (T4) and/or code transmitted to the call controller (3)

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates the arrival time on an arrival landing at which an elevator car (1, 1') will serve a call (T4) and/or code transmitted to the call controller (3)

and/or in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates the difference time from an arrival time on a departure landing after which an elevator car (1, 1') will serve a call (T4) and/or code transmitted to the call controller (3).

16. An elevator installation (100) for carrying out the method as claimed in one of patent claims 1 to 15, characterized in that the call controller (3) is a destination call controller

and/or in that the elevator (10) has a double-decker arrangement of elevator cars (10, 10')

and/or in that the elevator (10') has a plurality of elevator cars (1, 1') which can be moved independently of one another, one on top of the other, in an elevator shaft (S0').

17. An elevator installation (100) for carrying out the method as claimed in one of patent claims 4 or 5, characterized in that the sensor (5) is a light sensor (51) and/or a camera (52) and/or an ultrasound sensor (53) and/or an infrared sensor (54) and/or a weighing apparatus (55) and/or a noise-level sensor (56) and/or a transmitting/receiving apparatus (57).

18. An elevator installation (100) for carrying out the method as claimed in one of patent claims 2, 3, 14 or 15, characterized in that the output apparatus (40) is part of the call input apparatus (4)

and/or the output apparatus (40) is part of the elevator car (1, 1')

and/or the output apparatus (40) is part of a door frame of an elevator door

and/or the output apparatus (40) is part of a doorpost of an elevator door

and/or the output apparatus (40) is arranged in an area in front of the elevator (10, 10', 10'').

19. A computer program product, comprising at least one computer program means, which is suitable for carrying out the method for operation of an elevator installation (100) as claimed in one of claims 1 to 15, in that at least one method step is carried out when the computer program means is loaded into the processor of a call input apparatus (4) and/or of a call controller (3).

20. A computer-readable data memory comprising a computer program product as claimed in claim 19.

Patent claims

1. A method for operation of an elevator installation (100) having at least one elevator (10, 10', 10''), at least one call input apparatus (4) and a call controller (3); with a call (T4) on a call input landing being transmitted from the call input apparatus (4) to the call controller (3); in a normal operating mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4), for this purpose at least one normal operation signal is transmitted by the call controller (3) to the allocated elevator (10, 10', 10''); for a transmitted normal operation signal, at least one elevator controller (2, 2', 2'') for the allocated elevator (10, 10', 10'') operates at least one elevator car (1, 1') of the allocated elevator (10, 10', 10'') to travel to the call input landing, characterized in that, in a busy-period mode of the elevator installation (100), the call controller (3) transmits at least one main operation signal to at least one elevator (10, 10', 10''); in that, for a main operation signal which is transmitted to an elevator (10, 10', 10''), at least one elevator car (1, 1') of this elevator (10, 10', 10'') is operated by at least one elevator controller (2, 2', 2'') for this elevator (10, 10', 10'') to travel between at least two main operation landings (HS); and in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) departs from a main operation landing (HS) as soon as at least one predetermined time after detection of at least one passenger information item in the elevator car (1, 1') has been reached in the elevator car (1, 1').

2. The method as claimed in patent claim 1, characterized in that at least one traffic signal is transmitted to at least one output apparatus (40); and in that the traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40).

3. The method as claimed in patent claim 2, characterized in that the traffic information indicates the difference number from a predefined number of passengers, on reaching which number of passengers an elevator car (1, 1') will depart from a main operation landing (HS)

and/or in that the traffic information indicates the difference number from a predefined useful load, on reaching which useful load an elevator car (1, 1') will depart from a main operation landing (HS).

4. The method as claimed in one of patent claims 1 to 3, characterized in that at least one passenger information item is detected by at least one sensor (5) in at least one detection area; and in that the sensor (5) transmits at least one sensor signal to the call controller (3), which sensor signal indicates a passenger information item which has been detected by the sensor (5) in the detection area.

5. The method as claimed in patent claim 4, characterized in that the transmitted sensor signal is read by the call controller (3) into at least one counting register.

6. The method as claimed in patent claim 5, characterized in that at least a current number of passengers (T1) is stored, provided with at least one time marking, in at least one computer-readable data memory; in that a current number of passengers (T1) which is stored in the computer-readable data memory is identified via the time marking; and in that at least one current number of passengers (T1), which is stored in the computer-readable data memory, is loaded into the call controller (3), which time marking corresponds to the stored current number of passengers (T1) at a current clock time

and/or in that at least a current useful load (T1') is stored, provided with at least one time marking, in at least one computer-readable data memory; in that a current useful load (T1') which is stored in the computer-readable data memory is identified via the time marking; and in that at least one current useful load (T1'), which is stored in the computer-readable data memory, is loaded into the call controller (3), whose time marking corresponds to a current clock time.

7. The method as claimed in one of patent claims 1 to 6, characterized in that an elevator car (1, 1') which is operated in the busy-period mode of the elevator installation (100) is positioned with the elevator door open on at least one main operation landing (HS).

8. The method as claimed in one of patent claims 1 to 7, characterized in that the call controller (3) checks whether a current number of passengers (T1) is greater than at least one traffic-technical threshold value (T2); and in that, if the current

number of passengers (T1) is greater than the traffic-technical threshold value (T2), the elevator installation (100) is operated in the busy-period mode

and/or in that the call controller (3) checks whether a current useful load (T1') is greater than at least one traffic-technical threshold value (T2); and in that, if the current useful load (T1') is greater than the traffic-technical threshold value (T2), the elevator installation (100) is operated in the busy-period mode.

9. The method as claimed in one of patent claims 1 to 8, characterized in that the call controller (3) checks whether a current number of passengers (T1) is less than or equal to at least one energy-technical threshold value (T2'); and in that, if the current number of passengers (T1) is less than or equal to the energy-technical threshold value (T2'), the call controller (3) temporarily stops at least one elevator (10, 10', 10'')

and/or in that the call controller (3) checks whether a current useful load (T1') is less than or equal to at least one energy-technical threshold value (T2'); and in that, if the current useful load (T1') is less than or equal to the energy-technical threshold value (T2'), the call controller (3) temporarily stops at least one elevator (10, 10', 10'').

10. The method as claimed in one of patent claims 1 to 9, characterized in that the call controller (3) checks whether a current clock time of the elevator installation (100) is within at least one predetermined main operating time period; and in

that, if the current clock time of the elevator installation (100) is in the predetermined main operating time period, the elevator installation (100) is operated in the busy-period mode

and/or in that the call controller (3) checks whether at least one busy-period mode switch of the elevator installation (100) is activated; and in that, if the busy-period mode switch of the elevator installation (100) is activated, the elevator installation (100) is operated in the busy-period mode.

11. The method as claimed in one of patent claims 1 to 10, characterized in that, in the normal operating mode of the elevator installation (100), at least one elevator (10, 10', 10'') is allocated by the call controller (3) to a call (T4) transmitted by the call input apparatus (4)

and/or in that the call input apparatus (4) receives at least one code and transmits it to the call controller (3); in that, in the normal operating mode of the elevator installation (100), the call controller (3) associates at least one call (T4) with the transmitted code; and in that the call controller (3) allocates at least one elevator (10, 10', 10'') to the associated call (T4).

12. The method as claimed in patent claim 11, characterized in that, in the busy-period mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4) and/or code only if the movement to serve the call

(T4) is between at least two main operation landings (HS)

and/or in that, in the busy-period mode of the elevator installation (100), the call controller (3) allocates at least one elevator (10, 10', 10'') to the transmitted call (T4) and/or code only if the transmitted call (T4) and/or code is associated with a VIP passenger profile.

13. The method as claimed in one of patent claims 1 to 12, characterized in that the call controller (3) takes account of a destination call as a call (T4); and in that the call controller (3) determines for the destination call at least one best call allocation for a movement by at least one elevator car (1, 1') from a departure landing to an arrival landing with as short a waiting time as possible

and/or in that the call controller (3) takes account of a destination call as a call (T4); and in that the call controller (3) determines for the destination call at least one best call allocation for a movement by at least one elevator car (1, 1') from a departure landing to an arrival landing with as short a waiting time as possible, with the waiting time being a time period between a call input and opening of an elevator door of the elevator car (1, 1') of the elevator (10, 10', 10'') allocated to the destination call, on the departure landing.

14. The method as claimed in one of patent claims 12 or 13, characterized in that the call controller (3) transmits at least one traffic signal to at least one output apparatus (40) for a call (T4),

which output apparatus (40) is in the vicinity of the call input apparatus (4) which has transmitted the call (T4) to the call controller (3)

and/or in that the call controller (3) transmits at least one traffic signal to at least one output apparatus (40) for a call (T4), which output apparatus (40) is in the vicinity of the call input apparatus (4) which has transmitted a code to the call controller (3), with which transmitted code the call controller (3) has associated at least one call (T4).

15. The method as claimed in patent claim 14, characterized in that the transmitted traffic signal is output visually and/or audibly as at least one traffic information item on the output apparatus (40); and in that the traffic information indicates that a call (T4) and/or code transmitted to the call controller (3) is being served by the elevator installation (100).

16. An elevator installation (100) for carrying out the method as claimed in one of patent claims 1 to 15, characterized in that the call controller (3) is a destination call controller

and/or in that the elevator (10) has a double-decker arrangement of elevator cars (10, 10')

and/or in that the elevator (10') has a plurality of elevator cars (1, 1') which can be moved independently of one another, one on top of the other, in an elevator shaft (S0').

17. An elevator installation (100) for carrying out the method as claimed in one of patent claims 4 or

5, characterized in that the sensor (5) is a light sensor (51) and/or a camera (52) and/or an ultrasound sensor (53) and/or an infrared sensor (54) and/or a weighing apparatus (55) and/or a noise-level sensor (56) and/or a transmitting/receiving apparatus (57).

18. An elevator installation (100) for carrying out the method as claimed in one of patent claims 2, 3, 14 or 15, characterized in that the output apparatus (40) is part of the call input apparatus (4)

and/or the output apparatus (40) is part of the elevator car (1, 1')

and/or the output apparatus (40) is part of a door frame of an elevator door

and/or the output apparatus (40) is part of a doorpost of an elevator door

and/or the output apparatus (40) is arranged in an area in front of the elevator (10, 10', 10'').

19. A computer program product, comprising at least one computer program means, which is suitable for carrying out the method for operation of an elevator installation (100) as claimed in one of claims 1 to 15, in that at least one method step is carried out when the computer program means is loaded into the processor of a call input apparatus (4) and/or of a call controller (3).

20. A computer-readable data memory comprising a computer program product as claimed in claim 19.