

MOTOR CYCLE UNION of IRELAND (ULSTER CENTRE)

31/1/2016

TRANSPONDER TIMING SYSTEM

The MCUI (Ulster Centre) use a MYLAPS X2 timing system at all short circuit and road race events held within its jurisdiction. All future developments and upgrades from MYLAPS will be based on this latest generation X2 technology.

It is the responsibility of each competitor to provide and properly fit a fully charged transponder to his/her machine at his/her own expense. It is **NOT** compulsory to provide a separate transponder for each machine entered – a single transponder may be switched from one machine to another or indeed shared between two competitors in different classes. It is, however, recommended to have separate transponders, particularly at road races, where the machine could be retired several miles from the start/finish area. The competitor will naturally be more concerned about returning to the start/finish area for the next race and may not remember to remove the transponder.

REQUIRED TRANSPONDER

The required transponder is a Mylaps X2 BIKE transponder (identified by a **RED** stripe) which is available in two versions:

- direct powered (connected to a fused 12V supply from the vehicle)
- battery rechargeable

Previous generation **RED** transponders (known as MYLAPS BIKE or AMB TranX 260) are still compatible with the X2 system for timing purposes only, but will not benefit from future X2 developments, such as 2-way communication including options to receive on-board data.

X2 transponders are backwards compatible with the previous generation MYLAPS TRANX timing systems still used at many race circuits throughout Britain & Ireland.

X2 transponders for other forms of motorcycle sport are **NOT COMPATIBLE** when used at short circuit and road race events. This means that the **YELLOW** X2 transponders (for karts) and the **ORANGE** X2 transponders (for motocross & supermoto) **DO NOT WORK** as upgrades to MYLAPS timing software no longer permit a mix of transponders intended for different sports.

It is known that a small number of competitors have been using the previous generation **YELLOW** transponders (known as MYLAPS KART or AMB TranX 160) and these are still recognized by the system, although it is possible that this may change with future software/firmware updates. This type of transponder is **NOT RECOMMENDED** and their use is **STRONGLY DISCOURAGED**. This transponder gives out a much weaker signal, as it is intended to be mounted on a kart closer to the track surface and the detection loop, meaning that it is much less accurate when used on a motorcycle and can fail to trigger the timing system altogether, in which case not only has the competitor wasted money buying the incorrect transponder, but may not be credited with any times.

BATTERY CHARGING

The battery rechargeable transponders are self-contained units, the rechargeable battery being contained within the transponder casing. X2 transponders are supplied with a USB cable for charging. Older transponders are supplied with a 240V mains charger and a 12V cigarette lighter charger.

It is recommended that transponders are charged regularly even during periods of non-use to prolong battery life. After charging, the light on the transponder should flash green to indicate the approximate number of days charge remaining in the battery. When the transponder battery is going flat, the light will slow flash red every five seconds, before turning solid red which indicates that the transponder has switched off. In its fully discharged state the light will not flash at all.

A fast red flash (five times per second) indicates that the subscription has expired – although the transponder will still charge it will no longer transmit a timing signal.

TRANSPONDER MOUNTING

Ideally the transponder should be located as close to the track surface as possible, oriented vertically. There should be no carbon fibre and no metal between the transponder and the track, as this can interfere with the signal from the transponder. Despite these mounting recommendations, transponders have generally been found to function well when fitted to the upper region of one fork leg, although at MotoGP & BSB it is recommended that the transponder is positioned on either side of the machine in the area of the swinging arm pivot to minimise interference from other electronic devices. The transponder is held in a mounting bracket by an R clip – the mounting bracket is usually fixed to the machine using cable ties or such other secure method and it is advisable to secure the R-clip with another cable tie.

Several factors, however, can affect the transponder signal strength, such as level of charge, the angle the transponder is fitted at, even weather conditions. It is the responsibility of each competitor to co-operate with the timekeepers and other race officials, as necessary, to ensure that a good signal is being received by the decoding equipment. The transponder is the official method of timing in association with a light beam at the finish line. Therefore, positioning of the transponder to ensure a good signal will take priority over any other lap timing device.

TRANSPONDER IDENTIFICATION

Each transponder has a unique signal and a unique identification number. Any changes to the transponder identification number fitted to a machine from that declared on the entry form for that machine and class must be notified to the timekeepers before the start of practice or race.

TRANSPONDER SUPPLIERS

MYLAPS transponders can be supplied direct from the manufacturers:

MYLAPS EMEA OFFICE

Zuiderhoutlaan 4
2012 PJ Haarlem
The Netherlands
Tel: 00 31 23 760 0100
Fax: 00 31 23 529 01 56
Email: info@mylaps.com
www.mylaps.com

or from the following resellers:

Timing Solutions Limited

Unit 2 Ninian Park
Ninian Way
Tamworth
B77 5ES
Tel: 01827 285666
Fax: 01827 282932
Email: admin@tsl-timing.com
www.tsl-timing.com

HS Sports Limited

Kinetic House
Varey Road
Congleton, Cheshire
CW12 4XN
Tel: 01260 275708
Fax: 01260 295625
Email: info@hssports.co.uk
www.hssports.co.uk

A very small number of transponders are available to hire at Ulster Centre events. These are intended for competitors who have forgotten or have a faulty transponder. Each competitor is supposed to supply their own transponder and if you rely on hiring one at each event you may be disappointed that there is none available for you – this has happened before! Remember that without a working transponder you may not get any times.

Should you have any further queries please contact:

Richard Agnew

Tel: +44 (0)28 9447 3650 (after 6pm and before 10pm please)