Safety Tracker System – Competitor Information

Motorsport Ireland (MI) has contracted 4Rally, a Lithuanian company, to supply a Safety Tracker System (STS) which must be used on all MI permitted rallies for a period of three years.

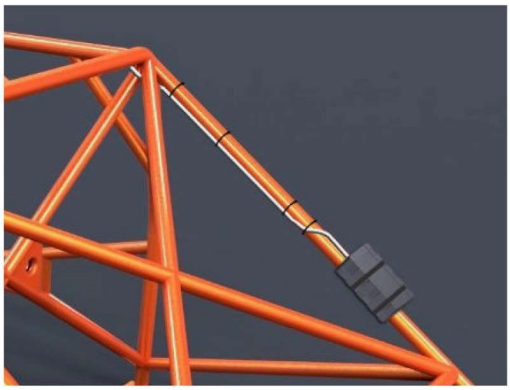
The primary aim of introducing a STS is to improve and minimise response times when deploying Medical Services in the event of participants requiring urgent medical assistance following an accident – i.e. **to improve safety levels**. However the use of a STS has many other advantages which can greatly enhance the efficient management of rallies, which if fully utilised will be beneficial to both competitors and organisers.

It is important to note that the STS is **not intended to replace any** of the long tried and tested manual safety procedures and process which have been in place for many years, but is used to compliment them.

The in car equipment comprises of two components – the main receiver / transmitter unit and a user console. The components are connected together via a cable from the user console which plugs into the main unit.

The receiver / transmitter unit is fixed to a bar of the roll cage in the rear of the car (using a small ratchet strap which is supplied) and the console is mounted in the **centre front** of the car such that **both crew members can, both see and reach it, while belted in their seats**. The connecting cable is then ran to the receiver / transmitter unit in the rear of the car, generally being cable tied (**cable ties not supplied**) to the bars of the roll cage. In routing the cable, **care should be taken to ensure that the cable is fixed to the inside of the roll cage bars** in order that it is not damaged in the event of an accident where the body panels are pushed against the roll cage.

Receiver / Transmitter Unit



Connecting Cable – routed on inside of roll cage in order to avoid damage in event of car rolling etc.

Connecting Cable

Fixing Lug

User Console – in reach of both crew members

The unit is completely autonomous and such **does not** require to be connected to the vehicle power supply.

The equipment should ideally be mounted in the car **prior to** presentation of the car for mechanical scrutineering **but this must not delay the scrutineering process**.

A short briefing on the use of the system will be given to each individual crew, generally at the point of distribution of the equipment.

A functionality check of the equipment will be conducted, generally before reaching TC 0 at the start of the event. This will entail both crew members activating a user console button and the result of this test is then logged in the system as confirmation that the system was functioning correctly at that time.

The competitor is responsible for the STS equipment as issued to them by the system provider. In the event of untimely return or damage to the STS equipment, a fee (max €200) may be charged by Motorsport Ireland. Competition cars not equipped with functioning STS equipment will not be allowed to start an event.

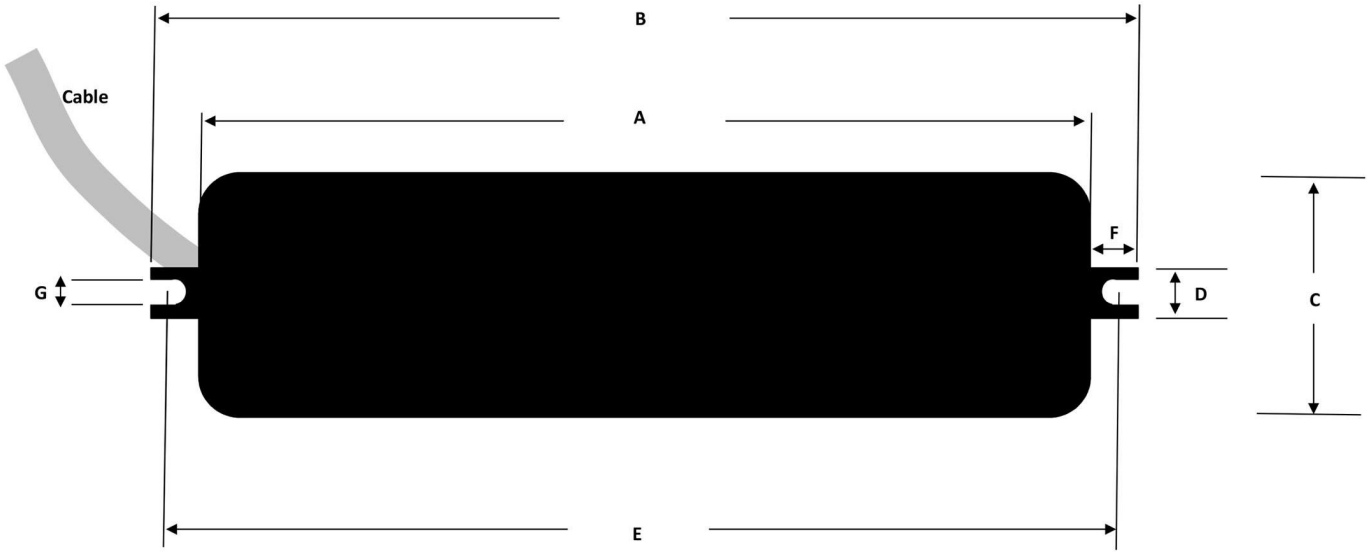
Pre-event Preparation

In order to complete the installation process as efficiently and simply as possible, and to minimise delays, competitors are requested to consider the following prior to attending an event:

1. Where and how the user console might be mounted to comply with the requirements above. The unit weighs approximately 185 grams. Options such as below might be considered:
    a. a plate / bracket could be fixed into the car to which the user console could be bolted, cable tied or affixed with industrial Velcro – dimensions attached overleaf.
    b. 2 x holes pre-drilled in a suitable location to facilitate mounting.
    c. on occasion it may be possible to affix it to the roll cage bar running across the top of the front windscreen – either directly using cable ties or to a plate / bracket pre-mounted onto this bar.
2. Availability of cable ties or other suitable devices to facilitate **routing the connecting cable** from the front to the rear of the car. (**The console should be mounted first** and the cable then run to the main unit in the rear – it is generally easier to facilitate 'loosing' the extra cable length in the rear of the car rather than beside the console). Also it is best to avoid connecting the cable to the main unit until the console is mounted, in order to avoid the nuisance of audible alarms as switches on the console are accidentally activated.
3. Selection of a suitable bar in the rear of the car to which the receiver / transmitter unit may be fitted (**only using** the strap provided). Ideally the top of the unit (4Rally logo) should be facing the sky through the side window, and the bottom of the unit (channel / groove which locates onto the bar) be against the bar of the cage. The unit enclosure is robust and as such the ratchet strap can be tightened without fear of damaging the enclosure.

Details re dimensions and fixing holes of user console overleaf

Console Rear View



Dimensions (mm)

A	155mm	D	20mm	G	4mm
B	176mm	E	168mm		
C	50mm	F	11mm		

Quick Guide to 4 Rally Tracker installation

The In -Car equipment comprises of :–

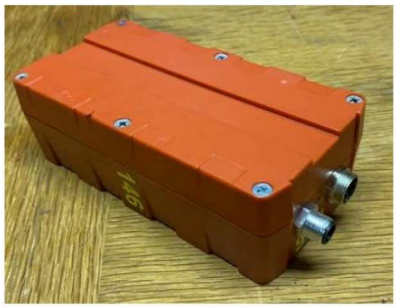
1) The main receiver / transmitter unit (an orange box) secured into position using the provided ratchet strap.

Receiver / Transmitter Unit

2) A user console (Button & Switch Pad) to be secured tightly using e.g. cable ties, velco, screwing into postion using lugs on either side of unit.

The components are connected together via a cable. <u>Please ensure the cable is connected to both items**</u>**

** Correct Location for Items **



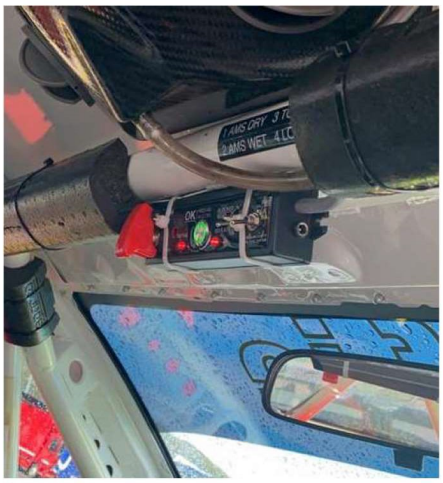
The side of the Orange receiver /transmitter unit that has a long indentation with 6 screws on it is the side that needs to be strapped tightly against the bar using the provided ratchet strap.

The orange transponder/ receiver unit needs to be located approx. on the middle of the diagonal bar visible through the rear side window on the car on either side, having the unit facing out the window is to capitalise on the best reception possible of the internal sim used for the GPS locating system. *If your vehicle does not have this bar speak with someone from 4rally at the event they will guide you.

The Button/Switch user console then needs to place in a prominent position to which it is:-

a) Visible to both the driver & navigator

b) Be able to push the buttons or flick the switches by both the Driver & navigator



Safety Tracker System – helpful information.

- All equipment will be available to collect at Scrutiny and must be fitted by the crew or their team before they present the car for scrutiny where possible. Advice & guidance available if needed.

- All equipment must be returned to SVS personnel only.
  Normally this will be in parc ferme or the final time control at the end of the event. But please contact them by phone if you retire early.
  All 3 pieces of equipment must be returned and signed back in again (GPS Module, Control Buttons & Ratchet Strap).

- The SVS van is normally located at parc ferme on the morning of the event, in the service area during the day and will return to parc ferme / final control at the end of the event.

Here are some links to videos to help the competitors with the installation and operation of the equipment:

Motorsport Ireland / 4Rally Tracker Operation Video:

https://youtu.be/WbTx-5A5NBw

Motorsport Ireland / 4Rally Tracker Installation Video:

https://youtu.be/ooybYgkiFQs

Many Thanks,

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GPS Safety Tracking System

Competitor Information

User Console – in reach of both crew members

Fixing Lug

Connecting Cable

SOS Button:

If you or someone else needs immediate medical services / ambulance / rescue, then flip up the red safety cover and turn on the SOS Button.
Please do not use this button for anything other than to seek emergency services to your location. Call the emergency number to give details.
This will cancel the stage and send services to the location. All remaining cars waiting at the start line will be sent via alternative road book.

OK Button:

If you have to make an unscheduled stop during a live stage, perhaps a puncture or car has broken down etc, and you do not need emergency services, then please always remember to press the OK Button for at least a 2 second press.
This tells the control room that you are OK and do not need any help at this time unless another button is pressed to escalate the situation further.

Road Blocked Button:

If you come across a blockage, or are unfortunate to cause a blockage, then press the road blocked button. This button stays on until the stage is clear again. An active alarm means stage is still blocked. Turning the switch off again means the stage is now clear. Call the emergency number / control room to give details.
This tells the control room that they need to hold the start line and try to warn the cars still live on the stage of the blockage ahead. The stage must be cleared within 10mins and your help to clear the blockage and then leave the stage as quickly as possible, will mean the stage may be re-started.

Fire Button:

As the name suggests, this button should only be activated when there is a fire. It may be your car, or another car, or perhaps something else that needs help putting the fire out. It should be kept active and not turned off until the fire has been dealt with. Call the emergency number to give details.
This tells the control room to stop the stage and send services to your location to help with the fire. When the switch has been turned off, it tells us that the fire is under control.

Red Flags:

If you receive a 'Red Flag' warning through the tracking equipment, the two red led lights will turn on and the alarm siren will sound very loudly. This means that you immediately slow down and press the 'OK Button' to acknowledge the warning from the control room, and it will also silence the alarm.
Please remember that everything is about communication with the control room and back to the competitors.

SAFETY TRACKER FITTING AND ACTIVATION CHECKLIST

TRACKING CHECK LIST BEFORE STARTING THE RALLY		
No	ACTION	**Checked**
1	IS THE TRACKING UNIT FITTED PROPERLY? **Receiver/Transmitter**: Mounted on diagonal roll bar facing rear side window **Control Unit**: Mounted where both crew members can access the controls.	
2	IS THE CONNECTING CABLE FITTED CORRECTLY? Cable: Ensure it is routed on the inside of roll bars to ensure it is not crushed in an accident.	
3	IS THE CONTROL UNIT ACCESSIBLE? Can both members reach the switches when fully belted into their seats?	

USE OF THE SAFETY TRACKING SYSTEM (sts)WHEN ON THE STAGES

STOPPED – Minor incident/puncture/mechanical -No help required – PLEASE PRESS THE **OK BUTTON** FOR 2 SECS.

STOPPED – Accident/Incident -Help Required - ACTIVATE **SOS SWITCH** and ring the **EMERGENCY Number.**

STOPPED - No Help Required BUT Road Blocked and/or Fire: Activate the **ROAD BLOCKED** and/or **FIRE SWITCH**

STOPPED - Help Required and Road Blocked and/or Fire – ACTIVATE **SOS SWITCH** and the **Road Blocked** and/or **FIRE SWITCHES**.

NOTE:

STAGE BLOCKED AND/OR FIRE:

ONE OF THE CREW PLEASE WARN THE NEXT CAR.
SECOND CREW MEMBER PLEASE RING THE TRACKING PHONE NUMBER AND LET CONTROL KNOW THE SITUATION.
KEEP IN CONTACT WITH CONTROL UNTIL THE STAGE IS CLEAR.
LEAVE ROAD BLOCKED SWITCH ON UNTILL ROAD IS CLEAR.

SOS: IF YOU CAN, OR IF YOU ARE THE NEXT CAR ON THE INCEDENT, PLEASE RING THE TRACKING PHONE NUMBER AND LET CONTROL KNOW THE SITUATION.