

EMIT regulations

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Change History

Version	Status	Date	Handled by	Comments
	Draft	19.07.2009	Juha Heikkilä	Initial Draft
	Draft	20.07.2009	Kari Mamia	Fixed some terms – some other minor changes
1.0	Final	28.07.2009	Juha Heikkilä	Included comments from Leena Sihvo
1.1	Draft	04.08.2010	Juha Heikkilä	Small updates to reflect the changes in 2010 regulations
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3.0	Final	2011-09-17	Kari Mamia	Chapter 3 rewritten, markings changed to chapter 4 and added chapter 5 to match the 2011 regulations. Some modifications in chapter 2
3.1	Draft	2015-06-21	Hannu Pusa	Some modifications, added referral to as-kyltitysohje, dropped old “EMIT options” off.
4.0	Final	2015-06-29	Hannu Pusa	Final version after feedback period. Updated referrals to 2015 Finnish regulations and penalty points.



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1. INTRODUCTION

This document is a collection of Finnish regulations for electronic time controls. Regulations and practices that are relevant for a participant are listed here. Descriptions are based on 2015 Finnish national auto navigation regulations. Emit in this document means “Electronic Punching and Timing system for orienteering”.

2. TERMINOLOGY

Emit-card Emit-kortti	<p>A small plastic card that is given to a competitor at start. When the competitor punches emit-card at time control, the code of the checkpoint is registered in the emit-card with the time from zeroing the card.</p> 
Emit-zero control unit Emit-nollaleimasin	<p>The zero control unit is located at the competition centre. Zero control unit is clearing the memory of the EMIT-card and starting its internal clock.</p> <p>Zero procedure clears the card memory and starts its internal clock. The “zero” control unit is giving signal with a led showing the status of the card. No light means the battery of the EMIT-card is dead and the card is useless. Blinking led with a pattern two blinks – break – two blinks means battery is almost dead and the card should not be used. Regular blinking is a sign of good card and the clock of the card starts when the emit-card is taken away from the “zero” control unit.</p>
Emit-punching unit Emit-leimasin	<p>Emit-punching unit is located at time control. Competitors punch their Emit-cards into Emit-punching unit.</p>  <p>Working distance of the Emit punching unit to emit-card about 10 cm. It means that the time can unintentionally</p>

	be registered when the emit-card is taken too close above to the punching unit. However, the time is registered for sure only when the emit-card reaches the bottom of the punching unit. Unlike at the zero-control unit, the time is registered when the emit-card first receives the signal from the control unit.
Time control AT-asema, JAT-asema	“AT” is hidden time control, “JAT” is public, found on route maps, “tidskontroll”
Punching Leimaus	Competitor attaches Emit-card to Emit-control unit for registering the time, “stämpling”
Control card Kilpailukortti	A card with 13 rows for marking route and time controls, “tävlingskort”. Cards are received at the registration.
Driving instructions Ajomääräys	Multiple pages of A4-size instructions received at the registration. “Körorder”
Emit-JAT	Arrival to the JAT time control station, emit punched at punching unit. New starting time for next leg is stated in driving instructions. (Minimum: arrival time +2 minutes) Used only when instructed in driving instructions.
Emit-ULA	New starting time that is self-chosen and punched at punching unit. Used only when instructed in driving instructions.
Emit-MLA	New starting time that manned control station gives. Competitor punches the Emit-card at manned control station.
as-kyltitysohje	Short guide for EMIT time control station placing and layout in terrain, with instructional graphics Available for viewing / download at: http://autosuunnistus.net/images/Ohjeet/NEZ/AS_kyltitysohje_en.pdf (Short URL) http://tinyurl.com/AS-kyltitysohje-en

3. REGULATIONS

This chapter gives **application notes** for electronic time controls used in auto navigation competitions. Electronic time control system is called emit due to the fact that only Emit EPT system is used in Finnish auto navigation races. These instructions must be strictly followed (when applicable) also when other electronic time control system (e.g. SportIdent) is used. These instructions, together with station layout and marking guide ("as-kyltitysohje") give additional and more detailed information for organiser and competitor than official auto navigation regulations by AKK.

According to § 10.8 the emit card (electronic time control device) is given to the competitor with the other material that is delivered at start. Competitor is obliged to perform all electronic punchings by oneself.

Result is calculated by using actual emit punching times as starting times according §30.1.

Organiser is obliged to keep **start protocol** that contains at least the number of the competitor, number of the electronic card and real clearing time if deviated one second or more from the informed zeroing time (normally 120 seconds before starting time).

Electronic time controls are marked on terrain according to § 40.4. and as depicted in "as-kyltitysohje". Punching unit is **always** to be located on the left side of the route, taking into account issues of safety, space for queuing (at least 2-3 cars) and need of passing other competitors when arriving to the control. Organiser is also obliged to take into account that the punching can be **easily** performed from the car by the driver. In case the competitor is too early and stops to wait for ideal time before the control, it must be done in such a way that other competitors are able to pass and reach the control. In electronic time control the competitor **must mark the punching time** to the next available line in the control card. In manned control points only organiser's personnel make markings to the control card. Refer to time control set up and placement examples in separate "as-kyltitysohje" – guidance file.

In public time controls new start time is always obtained according to §30.1. If the place for arriving and starting is not at the same spot, starting place is marked according to §40.4 with JAT-plate on the left side of the track.

The following options may be used for public time controls:

Unmanned EMIT-JAT control, from which the starting time is same as arriving time. Punching is done at the time of arrival. Same time is written to control card by the competitor. Only one time is marked on the control card, i.e. new starting time is not to be marked.

EMIT-JAT and EMIT-ULA: Unmanned control ends the leg. Punching time at the first punching unit is the time of arrival to EMIT-JAT. Time shall be written to the control card by the competitor. New starting time is self-chosen at the unmanned control (emit-ULA) that is located ca. 50...100 m from the electronic arrival time control unit and marked in terrain with JAT or JAT ULA-plate. It is mandatory to drive directly to the starting control unit or to the end of the queue after punching at

the arriving of the control. If there is a queue, new starting time is one minute after the last starter. If there is no queue, new starting time must be within four minutes from the time of arriving. Competitor is obliged to write the starting time to the control card and punch emit card at starting time. EMIT-JAT and EMIT-MLA: Arrival to JAT time control just as mentioned before in EMIT-JAT case. After JAT arrival punching, EMIT-MLA (manned start control) is located 50...100 m from the electronic arrival time control unit. Manned control station gives a new starting time and writes it to the competitor's control card. Competitor punches at the starting time. Possible maps/papers are given 15-30 seconds before the starting time. It is mandatory to drive directly to the manned control or to the end of the queue after punching at the arriving of the control.

Refer to as-kyltitysohje about placement of EMIT-JAT stations.

Manned JAT-control gives both times, the time of arrival to control and new starting. Emit card is not punched.

Re-starting order to the next leg must be same as arriving order.

JAT control may be defined as free arriving by stating it on the driving instructions with comment "No penalty for entering in advance". In such case, the driving time given in the driving instructions defines the maximum driving time for the end of the leg. In case JAT is delivering competition material, it must be explained in driving instructions what is delivered and how, also how time control punching is carried out.

JRT controls may not be used after unmanned new starting time.

In case electronic time control is used, maximum of two time controls may be used per stage and control card may not be pre-closed by stages.

Break is best organised by adding the length of the break in ideal time between shift points and ending the break with emit-AT or JAT control that is located as close as possible to the place of the break.

In the finish the competitor gives the control cards and emit-card to the organiser as described in the driving instructions. Organiser must take care that no zeroing devices exist on the route to the results calculation.

In case the emit card is found faulty, clearly independent to the competitor, and no times can be read from the card, the results may be calculated using the self-marked times from the control cards after the jury has heard the competitor. Decision of the jury may relay on the control slip which states that the competitor has punched on all time controls. It is recommended that the control slip is used in championship and cup competitions.

Penalty points at time controls according to §10.14:

- missing time mark in control card though emit-card has been punched at the station: 600 pp
(additionally to the time penalty from punching time)
- missing AT-time in emit card: 1800 pp, no penalty from time
- missing EMIT-ULA new start time mark in emit card: 600 pp
- missing JAT-time in emit card: interruption, even when there is a time marking on the control card
- maximum penalty points (AT 1800, JAT 3600)
- extra AT, JAT or JRT marking on control card: 600 pp
 - exception: extra EMIT-JAT Start time marking on control card: 0 pp
- lost emit card: disqualification

4. INSTRUCTIONS FOR BULLETIN BOARD AND DRIVING ORDER

Result is calculated by using actual emit punching times as starting times according §30.1. Refer to as-kyltitysohje for JAT and EMIT time control station setups and placement on the route as well as examples for driving instructions.