



# KEDRON OWNERS GROUP INC.

## Convoy Procedure

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### Trip Leader Responsibilities

- Plan the general trip route well in advance with potential fuel, camp and emergency escape plans considered.
- Before starting off, determine what UHF channel is to be used and ensure that everyone is on that channel.
- Ensure a continual flow of interesting information relative to the trip is passing through to the participants.
- Ensure no surprises. Keep everyone informed of the aims of the day, sight-seeing expectations, stops etc.
- Be aware of travel conditions for day so as to better inform or discuss tyre pressures with the convoy.
- Manage a tight convoy procedure at all times, (but at all times considering prevailing weather & road conditions) and communicating well with a responsible 'Tail End Charlie'.
- Appoint convoy participants to manage specific tasks based on their skills – mechanic, recovery, fire management, wood collection, entertainment etc.
- Always drive with headlights on regardless of location or time of day to identify head of convoy.

### 'Tail-End Charlie' Responsibility

- Regularly communicate with the Trip Leader to identify convoy's tail location based on prior landmark advices by radio from the Trip Leader.
- Ensure the convoy participants are keeping pace with the Trip Leader and are remaining in the convoy.
- Attend to any participants' needs who need to stop or are seeking assistance, and communicate status to Trip Leader.
- Advise Trip Leader and convoy of any vehicles overtaking and entering the convoy.
- Advise Trip Leader what time 'tail' arrived at break and lunch stops.
- Always drive with headlights on regardless of location or time of day to identify tail of convoy.

### Participant Driver Responsibility

- Know who is in front of you and who is behind you (introduce yourself) by noting vehicle details, occupants and radio call-sign.
- **Each driver is responsible for the vehicle behind.** Keep the following vehicle in visual contact at all times. In conditions where visibility is poor, switch on lights and check regularly that the following vehicle is in sight. Contact by radio if possible, or stop and wait until they can be seen.
- **Wait at every turn with turn indicators flashing** until the following driver acknowledges the convoy direction with their indicator.
- Advise the convoy participant in front of you when overtaken by a non-convoy participant who is moving through the convoy.
- All participants of the convoy are to follow the Trip Leader and not diverge from the route without first advising the Trip Leader or 'Tail-End Charlie'.
- Participants should keep a safe distance from the vehicle in front, particularly in hilly country or if brakes are wet after a water crossing. On main roads leave



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adequate space between vehicles to enable non-convoy vehicles to overtake safely.

- If your vehicle reaches an intersection where the vehicle in front of you is not in sight and you are unsure in which direction to go, immediately stop and call the vehicle in front of you on the UHF for directional instructions.
- Following a water crossing, each vehicle should pause just above the water line upon exit for a few seconds to allow any accumulated water to run back into the watercourse. This avoids creating eroded, muddy exits.
- If participants wish to stop, leave the convoy or relocate in the convoy for any reason they should advise their intentions to 'Tail-End Charlie' and / or the Trip Leader prior to doing so.

### Radio Communications

- Always prefix every radio call with your call sign and the intended recipient's call sign e.g. **PETER** to **JOHN**, and wait for a response from the intended recipient prior to proceeding. We don't all know what your voice sounds like.
- Ensure radio communications are kept short and sharp with no waffle, as the Trip Leader may need to communicate urgent advice of an approaching vehicle or some other apparent road hazard. Do feel free however to participate in controlled chatter but always have a 2-3 second gap in communications to allow a 'breaker' to cut in.
- If participants wish the vehicle in front to stop, call on the UHF; if the vehicle has no UHF, attract the driver's attention by flashing lights on & off or stop. Take care when flashing lights at night to avoid causing a hazard to oncoming vehicles.

### Briefing

- Prior to departure each day all drivers are to assemble at a central point for the Trip Leader's briefing for that day / trip.

### Departure Warning

- Trip Leader gives a 5 minute warning before departure time.

### Tyre Pressures

- Touring in various 4WD situations can require lower tyre pressures to maximise traction, vehicle and occupant safety as well as protecting track surfaces. **It is essential that you lower your tyres to the pressure requested by the Trip Leader.**

### Breakdown of Vehicles

- If a vehicle breaks down or becomes immobile for any reason, all vehicles must stop with the affected vehicle until it is again mobile, or the Trip Leader has checked that the vehicle is safe to be left with adequate assistance.

### Negotiating Hazards

- At any water crossing, steep hill (ascent or descent), soft sand beach or other hazardous terrain - only one vehicle at a time. Do NOT enter that hazardous section until you receive advice from the vehicle in front that it is clear of the hazard and it is now safe for you to drive through.



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### Comfort Stops

- If an off-road trip is particularly long, participants may request a 'comfort stop' (toilet break) from time to time. When calling for a comfort stop, you should take particular note that the vehicle behind you is far enough behind to give you privacy. A request for a comfort stop is requested over the UHF. The Trip Leader will acknowledge and request all vehicles stop where they are until instructed to proceed. The Trip Leader should be advised by the 'comfortee' when they are back in the vehicle and ready to continue.

### Recovery Operations

- During recovery operations, convoy members should give whatever assistance possible without getting in the way. Stand well clear of vehicles, tow ropes and winching cables. Obey the instructions of the Trip Leader or the Trip Leader's delegate.

### Convoy Speed

- The maximum travelling speed for the convoy shall be determined by the road conditions, and should be no faster than the slowest vehicle in the convoy. Ideal travelling speed should be advised by the Trip Leader prior to or at departure, particularly for sealed or well-formed unsealed road travel.

### Vehicle Damage

Any damage caused to a participant's vehicle is the participants own responsibility. Participants MUST NEVER follow the Trip Leader if they are personally uncomfortable doing so for whatever reason; furthermore, they should never be afraid to stop to remove obstacles and / or action track maintenance to improve the passage of their vehicle. At all times however, please advise the Trip Leader or 'Tail-End Charlie' of your proposed actions.