Guiding / Spotting of 4x4 Vehicles

First of all we need to understand the purpose of this document / article to ensure that the person that is busy doing the guiding / spotting of the obstacle is in control of the situation as that person is an additional set of eyes that will assist you through with hand signals as hearing is not always an option and the driver of the vehicle must also understand the signs been given to him. He will normally take control of any recovery as well as he understands the situation the best and will allow another vehicle to recover the stuck vehicle.

The person that is doing the guiding is normally a person who can drive off road well and knows where to place your wheels for the most traction and to ensure no damage is caused to your vehicle. Also to bear in mind is to obtain the less amount of damage through any ecological area. The person can drive well and also have the ability to lead the vehicles safely through any trial.

The guide will check the terrain in a quick glimpse and in other cases the guide will walk through the obstacles and ensure where to guide the vehicles through especially in dangerous situations. Normally in a situation where you have to reverse the guide will be close to you to guide you through the obstacle in reverse whilst checking still. Then as driver of the vehicle one or more persons will be available to guide / spot for you but the best will be that a person will be assigned to assist with all guiding / spotting. This will ensure no mishaps and all understanding of all signs being given through the trial. If a person would like to have his own guide / spotter please ensure that the main guide / spotter do understand where and what the driver assigned guide / spotter would like to do as he / she will be still in control of the group's safety.

As from previous experiences a situation occurred where the driver's guide / spotter did not understand the situation / terrain and therefore made more issues than what expected as an example nearly lost control of the vehicle and had to reverse back on a very difficult obstacle and also damaged his vehicle, therefore I urge you to ensure that you talk to the main guide / spotter to keep channels of communication open to ensure drastic and dangerous situations not to occur.

Just to get to the main part of the article is to ensure the signs that are used to be understood and all guides / spotters should use the method of understanding so when assisting drivers there will be no misunderstanding in regards hand signals.

Approach

This will mean that the guide / spotter are ready for you as driver to approach an obstacle. Movement forward towards guide and backwards away from guide are the indication of going backwards or forward.
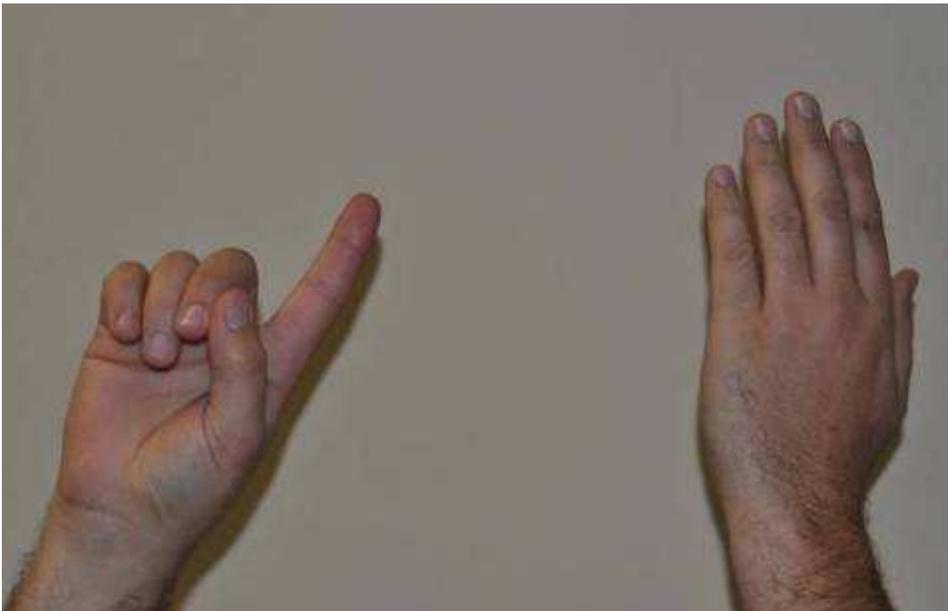
Approach and keep left

This will mean to approach the obstacle but keep left.

Approach and keep right

This will mean to approach the obstacle but keep right.

Approach but keep tyres in straight line

This means to keep your tyres straight in the obstacle while moving forward hands move in what direction you need to move in example towards guide / spotter you move forward away from guide / spotter it will be to reverse.
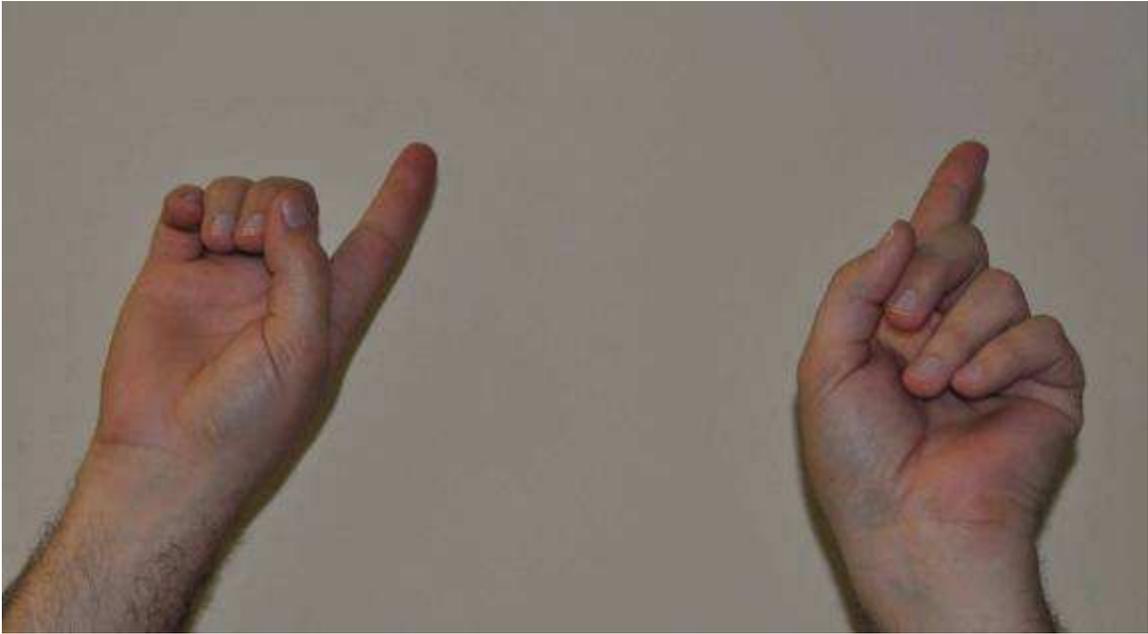

Turn Left

This means to turn left until shown again what needs to be done.
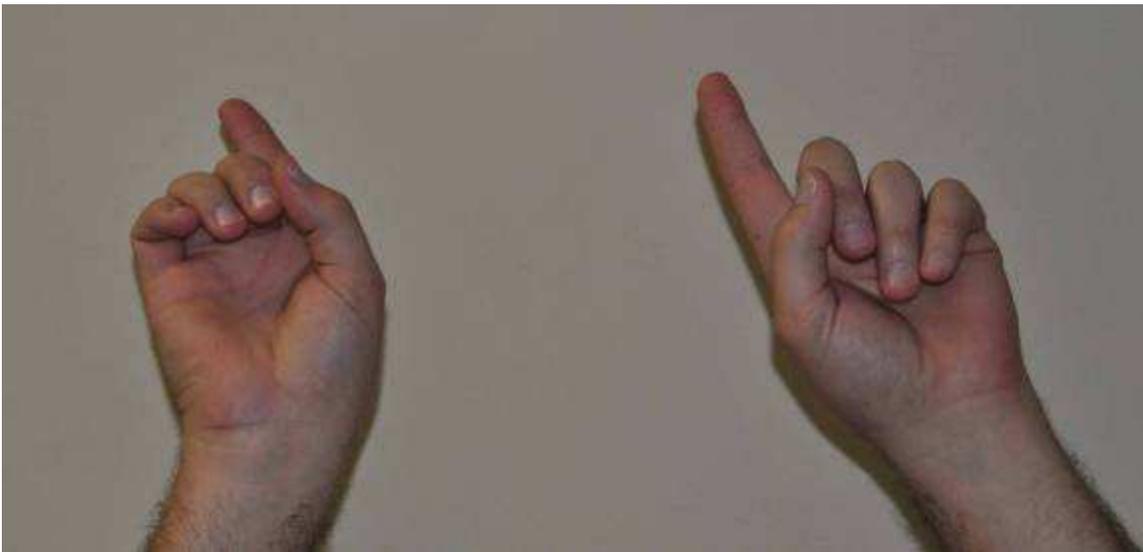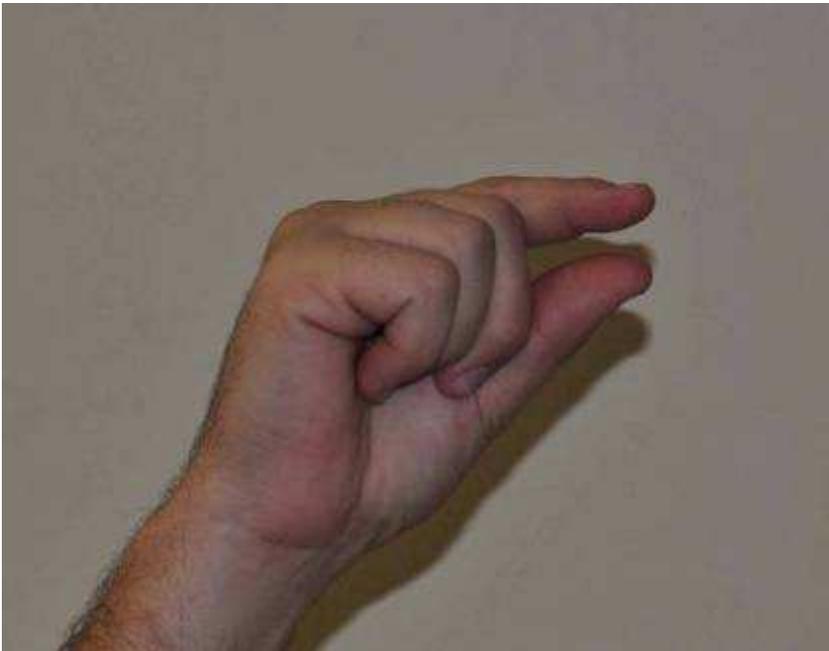
Turn Right

This means to turn left until shown again what needs to be done.

Move very slow

This means when driving through the obstacle you need to move very slow as that will assist you in getting through.

Stop

This means you need to stop await further instruction. Sometimes the guide / spotter will move towards you to talk to you as well.

The two fists will indicate a more serious situation and you need to stop and wait for further instruction as there might be a situation where as you need to get assistance. Please keep your cool until the guide / spotter reaches you and indicate as per what the situation intails.

All is ok and carry on

This means that you may proceed forward as you are complete with the current obstacle.