

SCOOTER LICENCING PROGRAM



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To protect

Notify

To help

DEFINITIONS

Driver

A driver is the person who:

- Operates the steering system or controls the vehicle. Except in driving training vehicles (cars) the driver of the vehicle is not the operator of the steering wheel but the teacher as they control the additional driving controls.
- In charge of an animal or animals. For example, whoever is in command of a horse is considered a driver, or the shepherd who is in charge of a herd of animals is also considered a driver

All drivers who obtain their first driver's license, during the first year, are considered to be a new driver. In case of being a new novice driver, the "L" plate must be placed in a visible place in the left rear window of the vehicle.

The pedestrian

A pedestrian is a person walking on a road. Also considered pedestrian:

- A person walking on a cycle, a two-wheeled moped.
- A person who drags an object of small dimensions.
- A person in a wheelchair is also considered a pedestrian

Vehicle owner

The owner of the vehicle is the person whose name appears on the corresponding official register. Owner's have the obligation to:

- Prevent the vehicle from being driven by those who have never obtained the corresponding permit or license.
- Provide the Authorities with the identification of the driver of the vehicle at the time of committing an infraction.

The vehicle

A vehicle is all vehicular apparatus capable of traveling by:

- Public roads and public areas suitable for circulation, both urban and interurban.
- For roads and terrain that, without being suitable for circulation, are in common use.
- By private roads and lands that are used by an indeterminate collectivity of users.

Vehicles are classified into three broad groups: non-motor vehicles, considered non-motor vehicles and motor vehicles

Non motor vehicles	
	Animal Pulled Vehicle
	Cycle. Two-wheeled vehicle at least driven by the muscular effort of the occupants
	Bicycle. Two-wheel cycle. They can have a motor of 0,5 kW. The engine cannot be operated if the driver does not pedal or exceeds 25 km / hr.
	Trailer. Non-self-propelled vehicle designed and designed to be towed by a motor vehicle. Light trailers are those whose MMA (Maximum Authorized Weight) does not exceed 750 kg, except agricultural trailers which are not included in this classification. The rest of the trailers are not light.
	Semitrailer. Non-self-propelled vehicle designed and intended to be coupled to a car, on which part of it will rest, transferring a substantial part of its mass. Light semi-trailers are those whose MMA does not exceed 750 kg, except those Agricultural trailers not included in this classification. The rest of semi-trailers are not light

Vehicles not considered motor vehicles	
	Moped. Vehicle of two, three or four wheels (light four-wheels cycles) that do not exceed 45 km / h or 50 Cc.
	Light four-wheel cycles. In addition to the above limitations, they must also have a WEIGHT of less than 350 kg, not including the mass of the batteries in the case of electric vehicles, and a maximum power of 4 Kw.
	Trolley car. Vehicle that moves by using rails installed on the track.

	Vehicles for people with reduced mobility. They have a TARE (Unladen Weight) that does not exceed 350 kg, maximum speed 45 km / h, maximum displacement 50 Cc and with the characteristic that have been conceived for the use of people with some dysfunction or physical incapacity
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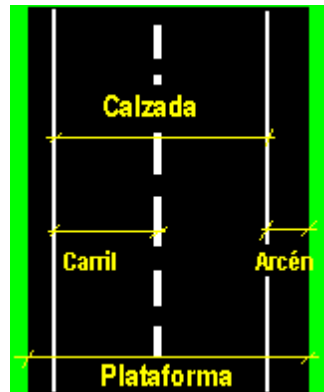
Motor vehicles	
This group of vehicles is divided into two subgroups: motor vehicles and special vehicles. An automobile is a motor vehicle that normally serves for transporting people or things or both at the same time, or for traction of other vehicles for that purpose. A special vehicle may be self-propelled or towed and serves for the performance of certain works or services and, due to its characteristics, is exempt from complying with any of the technical conditions required by the General Vehicle Regulations. Examples of special vehicles: Quad - ATV, tractor, automotive machine, agricultural trailer, towed machine. See examples of cars below:	
	Motorcycles Two-wheeled vehicles exceeding 45 km / h or 50 Cc.
	Motorcycles with sidecar. Vehicle of three asymmetric wheels with respect to its longitudinal axis that exceed 45 km / h or 50 Cc.
	Three-wheeled vehicle. Symmetrical three-wheel vehicle exceeding 45 km / h or 50 Cc.
	Four-wheel car with a TARE of 400 kg. Not including the mass of the batteries (550 kg if it is dedicated to the exclusive transport of goods). In addition, the maximum power cannot exceed 15 Kw.
	Tourism. Automobile intended for the transport of persons having four wheels or more, and a maximum of 9 seats (including the driver's seat).

	Touring car A car similar to tourism with the exception that the rear seats have been removed with the intention of making a larger luggage rack. Therefore it is an exclusive vehicle for the transport of goods.
	Mixed--Adaptable. A car similar to tourism with the exception that the rear seats can be removed or installed depending on the amount of people or cargo that you want to transport.
	Bus / Coach. A car with more than 9 seats (including the driver's seat) for the transport of people and their luggage.
	Trolleybus. Coach connected to a power line and not running on rails
	Truck. Automobile with four wheels or more, designed and built for the transport of goods, whose cabin is not integrated into the rest of the body and with a maximum of nine seats, including the driver.
	Van . Automobile with four wheels or more, designed and built for the transport of goods, whose cabin is integrated in the rest of the body and with a maximum of nine seats, including the driver
	Semi-Truck. Automobile specially designed for the haulage of semi-trailers.
	Articulated vehicle. Set of vehicles consisting of a Semi-truck and a semi-trailer.
	Road train. Set of vehicles consisting of a motor vehicle and a trailer

The Route

A route, thoroughfare or way that supports travel by a means of conveyance is any street, road or unpaved road, for public or private use used by a community of users.

Basic parts of the road:



Platform (Plataforma)

It is the area of the road dedicated to the use of vehicles. It is the sum of the road plus the shoulders.

Road (Calzada)

It is the part of the route dedicated to the circulation of vehicles. It consists of one or more lanes. The roadway is considered narrow if it is 6.5 meters or less wide.

Lane (Carril)

It is each of the longitudinal bands in which the roadway can be subdivided. Its width should be sufficient to allow the circulation of cars other than motorcycles. The lanes may or may not be delimited by longitudinal road markings. The lane is considered narrow if its width is less than 3 meters

Shoulder (Arcén)

It is a longitudinal strip of land contiguous and affirmed to the road (it is not necessary that the shoulder is paved). The function of the shoulder is to offer the drivers a roadway margin to rectify the trajectory of the vehicle in case they deviate. In addition, it is also used for certain users of the route to circulate through it.

Siding

Widening of the roadway used to stop vehicles.

The straightaway

The straightaway is the section of road that does not change direction. Although it is the safest

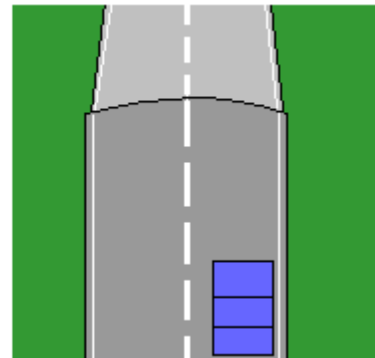
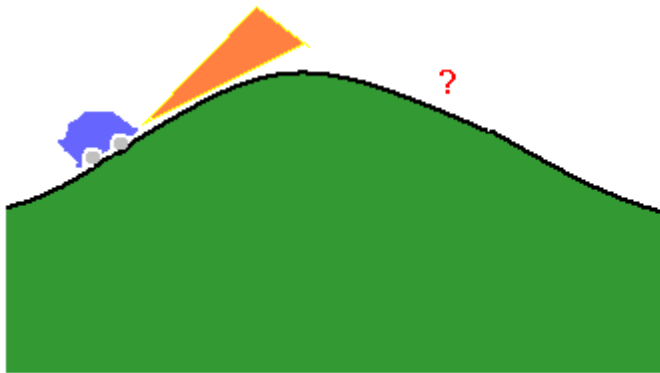
stretch, it is where more accidents occur due to its monotony and overconfidence of the driver.

The curve

The curves are a dangerous section of the road as the vehicle is subjected to centrifugal force that acts by moving it out of the curve or producing a skid. The greater the speed, mass and the lower the degree of amplitude of the track, the greater the centrifugal force (the vehicle tends to go straight as if there is no curve). To reduce the effects of this force, it is necessary to adjust the speed of circulation to the curve and, if necessary, to brake before reaching it. During the curve, it is advisable to accelerate smoothly to counteract this force.

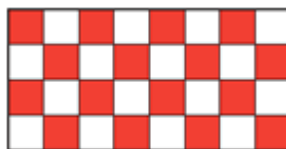
Change of elevation or grade

It is a section of the road where there are two slopes of different inclination. View images to make the concept clearer:



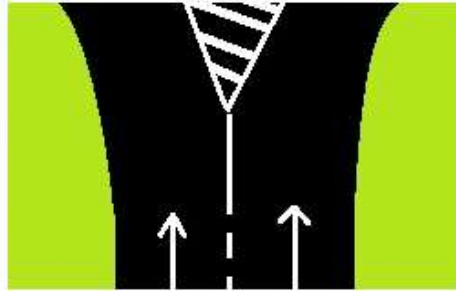
Emergency braking zone

Zone outside the roadway that has the purpose of stopping a vehicle in case of failure of the braking system

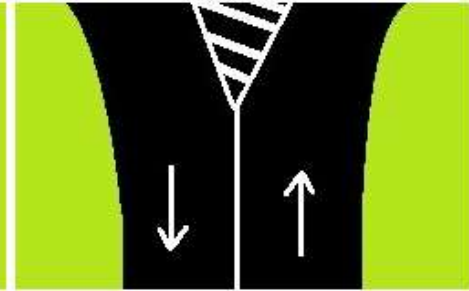


Island

It is an area of the highway that channels the flow of traffic. You cannot move, park, or stop on it. However, in an emergency, you can stop on it. In one way of circulation, when we approach an island we can go both to the right and the left. On the other hand, when the road is two-way, we have to drive on the right.



One way



Two ways

Shelter

Pedestrian zone located in the road and protected from traffic, usually also acts as an islet.



Median

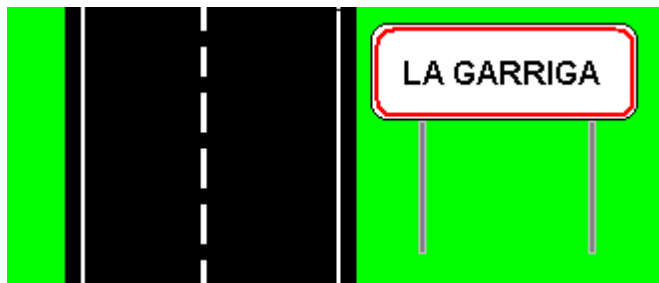
Longitudinal strip of land separating the two platforms

Types of routes

The routes can be classified according to two criteria, either by their location or by their characteristics

Route classification by location

Urban roads



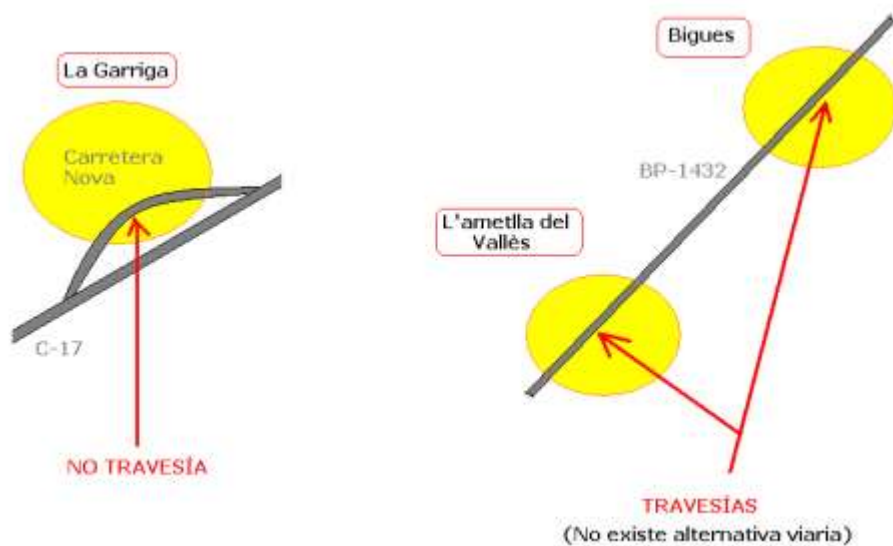
It is all public thoroughfare located within town except the crossings. As a general rule, you should always travel in the right lane and the lane that most suits your destination.

Long distance road

It is all located outside of town. As a general rule, you should always travel in the right lane.

Through road

It is the stretch of road that runs through town (Travesía). In order for a section of track to be considered as a crossing, there can be no alternative road. See the following images to make the concept clearer:



As a general rule, as it is a road that passes through the village, the maximum speed is 50 km / h. And for vehicles carrying dangerous goods is 40 km / h. On motorways and highways within town, the maximum speed will be 80 km / h.

Classification of the route by characteristics

Autovía		Autopista	Vía para automóviles	Carretera convencional
				
No cruzan a nivel ninguna otra vía, línea de ferrocarril ect. Constan de distintas calzadas para cada sentido de circulación (separadas)				
Exclusivo automóviles Pueden circular ciclistas arcén Con Accesos a P.C. limitado		Exclusivo automóviles Sin Accesos a P.C.	Exclusiva automóviles 1 sola calzada Sin Accesos a P.C.	El resto de carreteras que no reúnen las condiciones propias de las carreteras anteriores

Motorways and Highways

FREEWAY



DUAL CARRIAGEWAY



Motorways and highways are specially built roads for the circulation of cars. Vehicles of animal traction, animals, mopeds, vehicles for people with reduced mobility, special vehicles, bicycles and pedestrians are prohibited. In addition, drivers driving through these lanes should ignore requests for passage (hitchhiking) that they receive from pedestrians that circulate to it. Exceptionally, drivers of bicycles over 14 years old may ride on motorways, unless for justified reasons of road safety it is prohibited by means of the corresponding signaling. These routes have the following characteristics:

- They do not have intersections at the same level by another path, road, railway line or tram.
- They consist of different roadways for each direction of circulation separated, except for singular or temporary points, by a strip of land not destined for circulation or by other means.
- In addition there is no access to neighboring properties, such as farmhouses, fields or restaurants (on motorways access is limited).

Car track

It is a road reserved exclusively for the circulation of cars with a single road and with limited access to neighboring properties. It is signaled with the following signal: s-3.



Conventional road

All interurban roads that are neither freeways nor highways nor car tracks.

Special Lanes

Carpool Lane

Its purpose is to increase the flow of traffic. To be considered a vehicle of high occupancy, it must be a car intended exclusively for the transport of persons, have a Weight not exceeding 3,500 kg. In addition, vehicles must be occupied by the minimum number of persons set by the

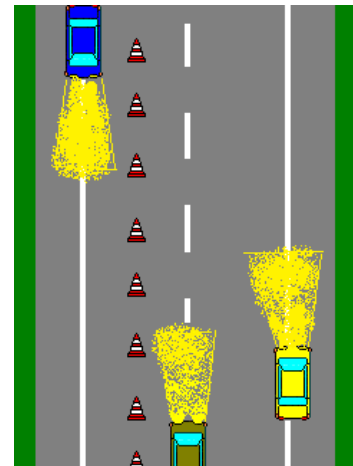
authority (motorcycles and vehicles bearing a License plate, collective use transport and priority vehicles may always use this lane, are exempt from meeting the obligation of minimum number of seats). No vehicle traveling in this lane may carry a trailer.



Additional lanes

In roadways with double direction of movement when the width of the shoulders allows, by means of cones, barriers, barricades and other temporary signaling, an additional lane can be enabled in one of the direction of travel. Drivers driving on this route:

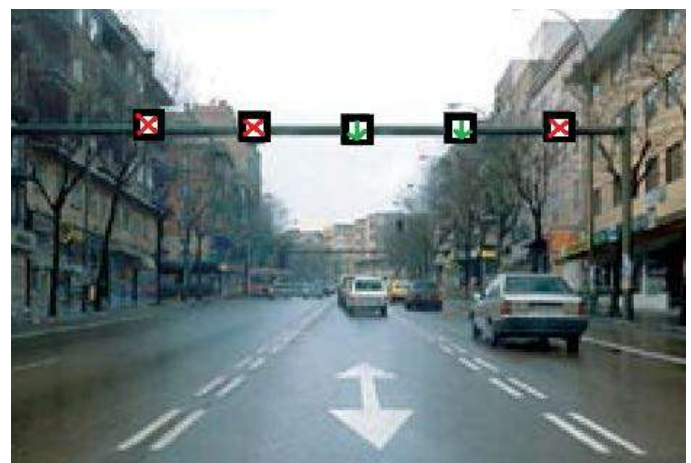
- Take special care to avoid hitting the cones.
- Circulate at a minimum speed of 60 km / h and maximum of 80 km / h. The speed could be lower if so signaled.
- They must circulate, both day and night, with short-range lights (low beam).
- They cannot move laterally invading the lane or lanes intended to the opposite direction of the circulation, not even to advance.



Reversible lanes

They are arranged on two-way roadways and their direction is regulated by traffic lights for each lane of travel. Drivers driving on these lanes, even during the daytime, must use their low-beam lights. The traffic light can have:

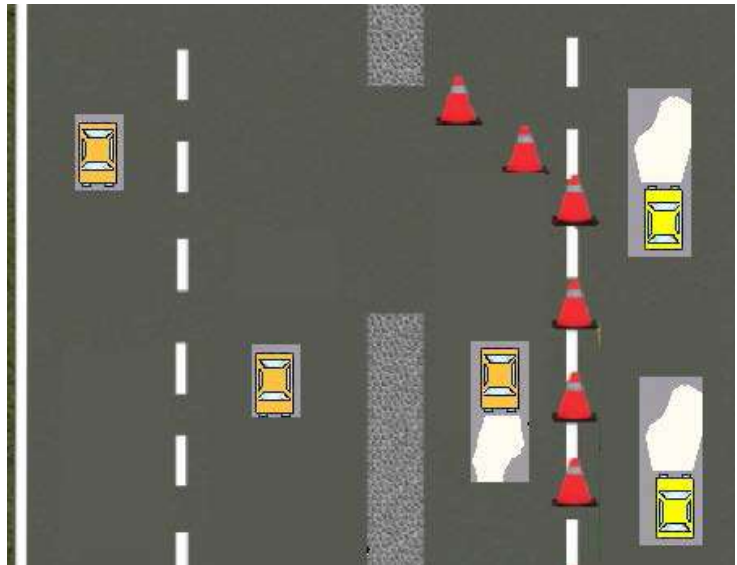
- A red "X", indicating that the lane is closed/disabled in that direction.
- A yellow arrow pointing, diagonally to a parallel lane, indicating that soon the lane underneath the signage will be closed/disabled in that direction and that we must move towards the lane the arrow points to as soon as possible.
- A downward pointing green arrow indicating that the lane is open/enabled in that direction.



Use of lanes in the opposite direction

As the name implies these are lanes that are reserved for the temporary use in the opposite direction to the usual.

The minimum speed is 60Km / h. and maximum 80Km / h. Even in the daytime, all road users traveling in the use lane in the opposite direction and the adjacent normal-way lane must use a minimum of their low beam lights. These special lanes can be used to increase circulation fluidity or to replace one-way lanes because of road works. If the lane is opened to improve fluidity, only cars and motorcycles (cars with no trailer) are authorized. If the lane is opened due to road work, all vehicles are authorized.



Acceleration lanes

An acceleration lane has the purpose of adapting the speed of the vehicles that intend to enter a highway or freeway so that they can be incorporated safely into traffic. The driver of a vehicle using an acceleration lane to join the lane must ensure that they stop at the beginning of the lane if they see that their use of the lane will be dangerous for other users on the lane.

Deceleration lanes

They are the one-way exit lanes that are used to slow down. For example, for the passage from a motorway to a conventional road.

Before entering the lane you must:

- Drive in the lane closest to the exit.
- Enter the deceleration lane as soon as possible.
- And, once inside, reduce speed without hindering traffic.



Bus lane reserved

It is a lane reserved for passenger transport vehicles. The taxi drivers are authorized to use this lane. It is delimited by a white longitudinal mark that is considerably wider than in the general case and inside the words "BUS-TAXI" appears. In cases where the longitudinal mark is discontinuous it will be allowed to be used by all drivers to perform any maneuver other than stopping, parking, changing direction or speed ahead, taking into account that buses and taxis will always have preference.



Elements of Road Safety



- Good condition of the pavement
- Protective barriers. Its function is to prevent a vehicle from leaving the road. They are usually located at the outer edges of the curves. On the contrary, these barriers can be lethal for motorcyclists.
- Dirt and obstacles in the roadway. Gravel, oil stains,

grit, cargo remains. If we find that we cannot avoid these elements, we must stop before the obstacle and pass over these without leaning the moped and without accelerating or braking.

Documentation

The referred-to documents will have to be originals or photocopies duly authorized in the Provincial Traffic Headquarters. If you require any change of information (address, names, etc.) you must communicate this to the Provincial Traffic Headquarters within a period of 15 days of the change and a duplicate of the driving license with the correct data will be issued.

Duplicates of the driving license may also be issued for theft, loss or deterioration.

The driver of a vehicle must be in possession of five documents:

- Driver's license (AM, A1, B, BTP ...)
- Permit of circulation (Registration of the vehicle with the number of registration)

- Vehicle insurance
- ITV Card (Vehicle Technical Inspection)
- Latest ITV Report

Permit and / or driving license



Indicates that the driver meets the requirements of psychophysical aptitude and the knowledge required to be able to drive on public roads. It is important to highlight two classes of driving licenses: ordinary driving licenses and extraordinary driving licenses.

- Ordinary driving licenses are those granted to persons who possess the psychophysical skills, knowledge and skills necessary to be able to operate the vehicles of the corresponding permit. The wearing of corrective lenses or hearing aids does not preclude obtaining the ordinary driving license.
- Extraordinary driving permits are those permits that are granted to those who, even if they have a psychophysical deficiency, can drive normally. Example: If they lack an arm, if they have deafness, etc. These people will be able to drive as long as they adapt and limit the vehicle based on their situation.

The validity of a driving permit or license depends on two factors:

- Time. The permit or license must be within the period to which it is valid, that is, it has not expired. The normal period of validity can be reduced if it is verified that the holder has a disease or deficiency that, although does not prevent to be able to drive, is susceptible to worsening. Like periodic vehicle inspections, the state must check whether drivers remain fit to drive over time. The frequency of revisions is:

Up to 65 years	10 years
Over 65 years old	5 years

Points. If the total allocation of points is lost, the permit may be invalidated or lost. With each infraction committed, points are lost, though you may not lose more than 8 points in a single day, unless the infractions committed are very serious.

If the total allocation of points is lost, they will be invalidated or lost. An interim injunction could occur and driving privileges for up to 6 months (3 months for professional drivers) will be lost. To end the precautionary suspension, the holder must pass a special road safety course

(knowledge, skills, aptitudes ...) for driving. If, within three years of obtaining the new authorization, the holder loses all points again, he cannot obtain another authorization until after 12 months.

If you lose part of the points you will recover them all if you do not commit any infraction for two years (three years if the cause of the loss of the points were serious infractions). You can also complete a driving refresher course of 12 hours duration that once completed will grant the driver a maximum of 6 points.

For holders of their first driving license or those who lose all points, but have again obtained the driving license, will have a new allocation of only 8 points. If in two years they do not lose any points, they will have 12. Those who do not lose any points for three years, will receive two more points. And if you keep them three more years, you will receive one more point until you complete the 15 maximum points.

It is important to distinguish the AM, A1, A2, A and B drivers licenses.

AM License

Authorizes to drive: 2, 3 and light 4 wheel mopeds.

Requirements: Be at least 15 years of age and 18 years if you want to carry passengers.

Maximum speed: 45 km / h and maximum displacement 50 cc.

A1 Permit

Authorizes to drive: Vehicles that can be driven with the AM permit, motorcycles, with or without sidecar, with the following limitations: engine 125 Cc, a maximum power of 11 Kw. And a power / mass ratio of 0.1 Kw / kg, 3-wheeled vehicles and 4-wheeled vehicles whose maximum power does not exceed 15 Kw.

Requirements: Be at least 16 years old.

Permission A2

Authorizes to drive: The same vehicles that can be driven with A1 permission, motorcycles, with or without sidecar, with a maximum power of 35 Kw and a power / mass ratio of 0.2 Kw / Kg.

Requirements: Be at least 18 years old.

Permission A

Authorizes to drive: Any motorcycle, with or without sidecar, 3 wheel vehicle and quad.

Requirements: Be at least 20 years old and have a minimum of 2 years authorized with the A2 permit. To drive three-wheeled vehicles or 4-wheeled vehicles with a power greater than 15 kW,

seats, including the

seats, including the

A1 permission by r

At permission by 1

DESCRIPCIÓN DE LOS CÓDIGOS	
A	Número de matrícula
B	Fecha de primera matriculación
C.1.1	Apellidos o razón social
C.1.2	Nombre
C.1.3	Domicilio
C.4	(X) No está identificado en el permiso de circulación como propietario del vehículo
O.1	Marca
O.2	Tipo/Variante/Version (si procede)
O.3	Denominación comercial
(O.4)	Servicio a que se destina
E	Número de identificación
F.1	Peso máximo en carga técnicamente admisible (en kg) (excepto para motocicletas)
F.2	Peso máximo en carga admisible del vehículo en circulación en España (en kg)
G	Masa del vehículo en servicio con carburante, y con dispositivo de accionamiento si se trata de un vehículo tractor de categoría distinta a la M-1 (en kg)
H	Periodo de validez de la matriculación, si no se destina
I	Fecha de matriculación a la que se refiere el presente permiso
(I.1)	Fecha de expedición
(I.2)	Lugar de expedición
K	Número de homologación (si procede)
P.1	Cilindrada (en cm³)
P.2	Potencia neta máxima (en kW) (si procede)
P.3	Tipo de combustible o de fuente de energía
Q	Relación potencia/peso (en kW/kg) (exclusivamente para motocicletas)
S.1	Número de plazas de asiento, incluido el asiento del conductor
S.2	Número de plazas de pie (en su caso)



REINO DE ESPAÑA



MINISTERIO DEL INTERIOR

DIRECCIÓN GENERAL DE TRÁFICO

PERMISO DE CIRCULACIÓN

Öndörhөн / registered Registrierungsbüro Zulassungsbüro/ausgang Registrierungsbüro Алын өрхлөгсөн/ Бичиглэлээр /Registry Registrierungsbüro Certificat d'immatriculation Carte de circulation Registrierungsbüro	Registrierungsbüro Fugafelag mynd Genfúttur la Regjarmann Kestafelag mynd Duodell Registarvax Certificat de matricul Öndörhөн / өмчлөгч Прометей /документ Registrierungsbüro
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COMUNIDAD EUROPEA

05-0982704

Permiso

Technical Inspection Card (ITV)

[illegible]

Records that the vehicle meets the technical conditions that are required for it to be driven safely. It is mandatory for all motor vehicles, mopeds, trailers and semi-trailers (light or non-light).

The validity of the ITV card is subject to ordinary inspections which depend on the type of vehicle and the age of the vehicle. The following table shows the frequency of the vehicle's ordinary inspections:

Two-wheel mopeds	Up to 3 years old, exempt More than 3 years old, biennial
Three-wheel mopeds, light 4-wheeled vehicles quads,	Up to 4 years exempt More than 4 years biennial

Document proving the subscription to the civil liability insurance

This document is mandatory for all vehicles which are suitable for driving on the surface of the land and are driven by motor, including trailers or semi-trailers. There is no obligation to insure trailers, semi-trailers and towed vehicles with an MMA of less than 750 kg.. Compulsory underwriting liability insurance (S.O.A) covers to a limited extent the material and bodily damages caused. It does not cover the damages suffered; it covers the damages we cause in case we are responsible for the loss. This insurance can be supplemented with other forms of

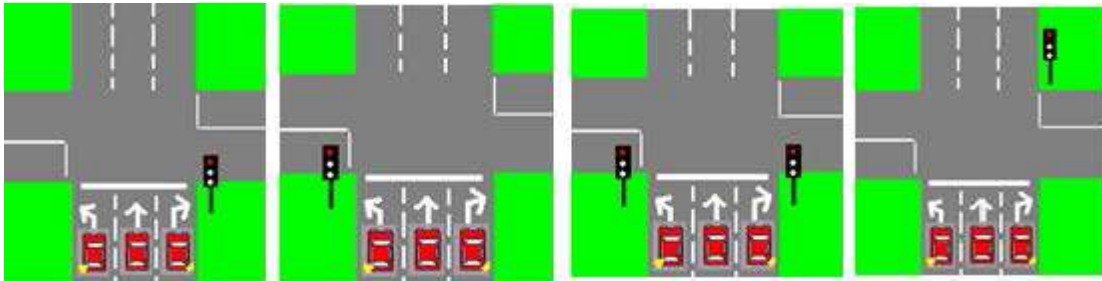


insurance on a voluntary basis. For example, "full coverage" insurance covers all damages and includes property damage.

Signaling standards

General rule

As a general rule, every signal applies to the entire width of the roadway. Though, its application may be limited to one or more lanes. Except in special circumstances, all road users are obliged to obey road signs even when they appear to contradict the rules.



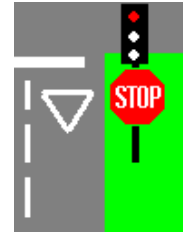
- When traffic signs or traffic lights are on the road, all drivers must obey the signal of their lane or the one to their right.
- If there is no sign to the right, but to the left, vehicles that intend to go straight or turn left must obey those signals. Those who intend to turn right do not.
- If there are traffic lights or vertical traffic signs on both sides, vehicles wishing to turn left or continue straight ahead should obey the signs on the left. Those who intend to turn to the right must obey the signs on the right.
- If the traffic light or vertical traffic sign is on the other side of the intersection, it must be interpreted as if it is located in front of you.

Order of priority of the signals

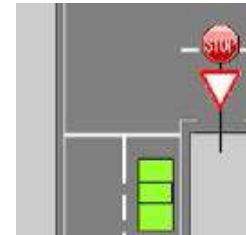
The rules of circulation can be contradicted on several occasions, and to know which we have to respect, we have to follow the order of priority of the signals.

1. Orders of police. Security authority, construction personnel and school patrols.
2. Circumstantial signs (construction).
3. Traffic lights.
4. Vertical signs.
5. Road markings

In this case we should obey the traffic light. In the event of a stoplight failure, the Stop sign and, if the Stop sign could not be observed, the road mark Yield sign.



If both belonged to the same priority, then the most restrictive would prevail. Example:



In this case we should obey the STOP.

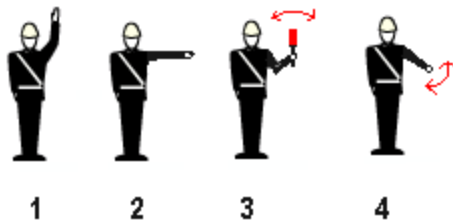
Signals and orders of the agents

The agents of circulation are composed of the Agents of authority and other agents of circulation. To make themselves more visible they must wear colorful garments and devices or retroreflective elements that allow them to be distinguished at a minimum distance of 150 meters.

Agents of authority

The signals of the agents of authority are divided into signals with the arm, acoustic signals and signals from the vehicles.

Hand signals



1. The vertically raised arm forces all road users to approach the agent and stop.
2. The extended arm or arms forces all users of the road that pass through the lane to STOP (both directions). If the lowers their arms, the users of the road that are affected by the signaling should remain STOPPED until the agent signals for them to go. If a policeman were to remain in this position for a long time the shoulders would tire.
3. The swinging red light requires the users of the road to which the agent directs the light to stop.
4. The up-and-down movement of an extended arm requires vehicles approaching the side corresponding to the executing arm of the signal to slow down.

Acoustic signals from the agents

- A series of short and frequent whistles forces the vehicles to which they are intended to stop.
- A long whistle signal indicates to continue on your way.

Signs from vehicles



1. The red flag means that traffic is temporarily closed from the vehicle carrying it.
2. The yellow flag indicates the need to exercise extreme caution in the proximity of a hazard.
3. The green flag means that the traffic is open from the vehicle that carries it.
4. The inclined and fixed downward extended arm means the obligation to stop to the right side of those users to whom the signaling is directed.

Red or yellow light blinking or blinking forward

When a police vehicle with a special light and acoustic signal is placed behind another vehicle and, in addition, it activates a yellow or red light device in front of it intermittently or flashing, the driver of the preceding vehicle must:

- Stop on the right side, in front of the police vehicle, where it creates less annoyance for other users.
- Remain inside the vehicle.
- Follow the instructions of the agents that will be given by public address system or by any other means that the driver may perceive.

Other Circulation Agents

The school patrols, civil protection personnel and sports organizations are members of the road crew, accompanying the vehicles under special transport regime. They can regulate the circulation with the use of vertical signs R-2 and R-400 incorporated into a traffic paddle.



Circumstantial and marking signals

The circumstantial and construction marking serves to emphasize the presence of road works or special orders of circulation and to guide the traffic based on the layout of a road. It is imperative that road works that make circulation difficult to be marked both day and night.

Variable Message Panels



Variable message panels are designed to regulate traffic by adapting to changing traffic conditions. They will be used to give information to drivers, warn them of possible hazards and give recommendations or mandatory instructions. The contents of the texts and graphics of the variable message signaling panels shall conform to the provisions of the Official Catalog of Road Signals. The modifications that these variable message panels introduce with respect to the usual vertical and horizontal signaling end when the panel itself indicates or the reasons for the traffic message changes, at which moment the normal rules return.

Temporary signals

The beacon signals may be:

Barrier devices

Prohibit the passage to the part of the road barricaded and are the following:

- Fixed barrier: prohibits the passage to the road or part of it that delimits.



Mobile barrier or semi-barrier: temporarily prohibits the passage, while it is in a transverse position to the road in a level crossing, toll booth or customs, access to an establishment or others.



- Temporary directional panel: prohibits the passage and also informs about the direction of circulation.



- Markers, cones or similar devices: They prohibit the passage through the real or imaginary line that unites them.



- Solid red light: indicates that the roadway is completely closed to traffic.



Fixed or intermittent yellow lights: they prohibit the passage through the imaginary line that unites them.



Guide devices

The guide devices are intended to indicate the edge of the road, the presence of a curve, the direction of movement, the limits of factory works or other obstacles. They are the following:

- Vertex landmark: a semi-cylindrical beacon element on its front face, provided with symmetrically opposed triangles, of retroreflective material, indicating the point at which two lanes of traffic separate.



- Edge mark: element whose primary purpose is to mark the edges of roads mainly during night hours or low visibility.



- Permanent directional panels: Beacon devices implanted in order to guide and point users to a specific danger, by which the direction of movement is informed.



Horizontal cat eyes



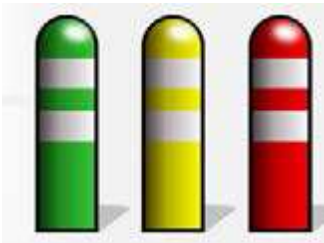
- Barrier



- Flat beacons: indicate the edge of the roadway, factory boundaries or other roadblocks



- Cylindrical beacons reinforce any safety measure, and the line, imaginary or not, that unites them cannot be crossed.



- Side barriers: rigid, semi-rigid and movable. They indicate the edge of the platform and protect against exits of the track.



Traffic lights

Red light not flashing



While still on, vehicles must not pass the stoplight or, if it exists, the stop line closest to the stoplight. If the traffic light is inside or opposite an intersection, vehicles must not enter the intersection or, if it exists, exceed the stop line located before it.

Flashing red light

A flashing red light, or two alternately intermittent red lights, temporarily prohibit the passage to vehicles prior to a level crossing, an entry to a mobile bridge or a ferry pontoon, near fire truck exits or due to the approach of an aircraft at low altitude.



Yellow light not flashing

A non-flashing yellow light means that vehicles must stop in the same conditions as if they were at a fixed red light, unless, when turned on, the vehicle is so close to the place of detention that it cannot be stopped before the Traffic light safely.



Flashing yellow light



A yellow flashing light or two alternately intermittent yellow lights force the drivers to exercise extreme caution and, if necessary, give way. In addition, they do not exempt from compliance with other signals that force them to stop.

Green light not flashing

A non-flashing green light means that the vehicle with priority may proceed, except in the cases referred to in Article 59.1. Of the General Regulation of Circulation.



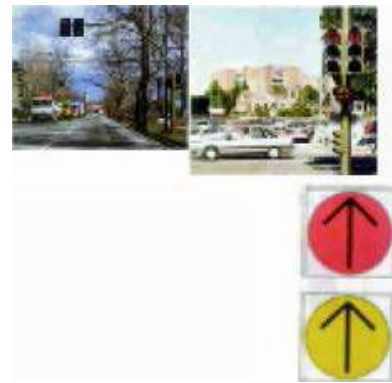
Black arrow

A black arrow over a non-flashing red light or a yellow light does not change the meaning of these lights, but limits it exclusively to the movement indicated by the arrow.

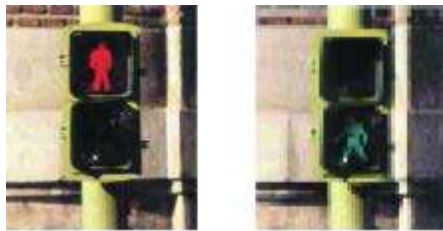
Green Arrow

A green arrow that illuminates on a black circular background means that the vehicles may proceed in the direction indicated by the signal. This means that you may drive in the direction shown by the arrow, but must give priority to pedestrians or other traffic. In

towns, individual lanes sometimes have their own traffic lights showing a green arrow (indicating that you may use that lane



Traffic lights reserved for pedestrians

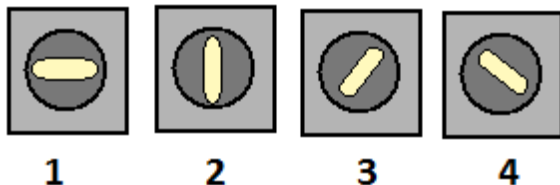


The meaning of the lights at these traffic lights is as follows:

A) A non-flashing red light, in the form of an immobile pedestrian, indicates to the pedestrians that they should **not** begin to cross the road.

B) A non-flashing green light, in the form of a walking pedestrian, indicates to pedestrians that they can begin to cross the road. When the light flashes, it means that the time that you have left to finish crossing the road is about to end and the red light will turn on.

Traffic lights reserved for trains and buses

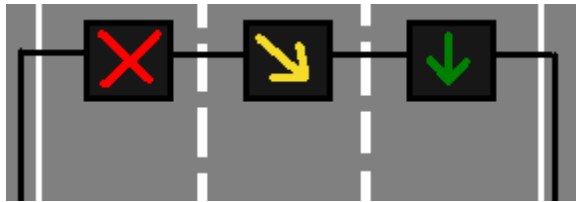


1. Passage prohibited...stop.
2. Passage permitted...go.
3. Passage to the right is allowed.
4. Passage to the left is allowed.

Traffic lights reserved for cycles and mopeds



Square traffic lights for vehicles by lane (reversible lanes)



They only affect the vehicles that circulate in the lane where the signal is located.

- The red light means the prohibition of occupying the lane corresponding to the signal. Vehicles in that lane must leave the lane in the shortest possible time.

- The green light means that it is allowed to travel in the corresponding lane.
- The white or yellow light indicates to the users of the corresponding lane that they have to be changing lanes because the one that they are in is going to be closed.

Vertical signs

<u>Signs of danger warnings</u> Three-sided signs with red rims and white background that indicate danger.			
P-1 Priority intersection: Danger due to the proximity of an intersection with a road, whose users must give way		P-1a Priority Intersection with road on the right Danger due to the proximity of an intersection with a road to the right, whose users must give way	

P-1b Priority Intersection with road on left Danger due to the proximity of an intersection with a road to the left, whose users must give way		P-1c Priority Intersection with road joining on the right Danger due to the proximity of a road joining from the right, whose users must give way	
P-1d Priority Intersection with road joining from the left Danger for the proximity of a road joining from the left, whose users must give way		P-2 Right-Priority Intersection Danger by the proximity of an intersection in which the general rule of yielding passage to the vehicles from the right applies	
P-3 Traffic lights Danger due to the proximity of an isolated intersection or section with the traffic regulated by traffic lights. There may be a row of vehicles stopped at the traffic lights, so extreme caution should be exercised.		P-4 Intersection with rotating circulation Danger by the proximity of an intersection where the circulation is effected in a rotating way in the direction of the arrows.	
P-5 Mobile Bridge Danger by the proximity of a movable bridge that can be lifted or turned thus is interrupting the circulation temporarily.		P-6 Tramway Crossing Danger for the proximity of a crossing with a tram line, which has priority of passage.	

P-7 Level crossing with barriers Danger due to the proximity of a level train crossing equipped with barriers or semi-barriers.		P-8 Level crossing without barriers Danger by the proximity of a level train crossing not equipped with barriers or semi-barriers	
P-9a P-10a Proximity to a level crossing, movable bridge or pier Indicates the proximity of a level crossing, a movable bridge or a pier.		P-9b P-10b Approach of a level crossing, movable bridge or pier. Indicates the approximation of a level crossing of a movable bridge or a pier, which is at least two thirds of the distance away from the danger and the next corresponding danger warning signal	
			
P-9c P-10c Proximity of a level crossing, movable bridge or pier It indicates the proximity of a level crossing, a movable bridge or a pier, where at least one third of the distance remains between it and this danger warning signal.		P-11 Situation of a level crossing without barriers Danger for the immediate presence of a level crossing without barriers	
		P-11a Situation of a level crossing without barriers of more than one set of train tracks Danger for the immediate presence of a level crossing without barriers with more than one	

		railroad track.	
P-12 Airport Danger due to the proximity of a place where aircraft frequently fly low on the road and may cause unforeseen noise. At this signal extreme caution is needed because the noise caused by these aircraft can surprise and distract drivers		P-13a Dangerous curve to the right Danger due to the proximity of a dangerous curve to the right	
P-13b Dangerous curve to the left Danger due to the proximity of a dangerous curve to the left		P-14a Dangerous double bend to the right Danger by the proximity of a succession of curves next to each other; The first to the right.	
P-14b Dangerous double bend to the Left Danger by the proximity of a succession of curves next to each other; The first to the left		P-15 Uneven Road Danger due to the proximity of a bump or dip in the road or pavement in poor condition	
P-15a High Danger due to the proximity of a bump (speed bump)		P-15b Dip Danger due to the proximity of a dip in the road	
P-16a Drop with steep slope Danger, steep downward slope ahead. The figure indicates the slope in percentage (in a section of 100 meters the		P-16b Rise with steep slope Danger, strong ascending slope ahead. The figure indicates the slope in	

vehicle drops 10 meters).		percentage (in a section of 100 meters the vehicle climbs 10 meters).	
P-17 Road Narrowing Danger due to the proximity of an area of the road where the road narrows		P-17a Narrowing of the road on the right Danger due to the proximity of an area of the road where it narrows on the right side.	
P-17b Narrowing of the road on the left Danger due to the proximity of an area of the road where it narrows on the left side.		P-18 Construction Zone Danger due to the proximity of a section of the road under construction. Attention must be paid to the presence of workers on the road, to the transit of construction vehicles and to the construction material on the road, which can also be dirty	
P-19 Slippery Road Danger due to the proximity of an area of the road whose pavement can be very slippery		P-20 Pedestrians zone Danger for the proximity of a place frequented by pedestrians	
P-21 Children zone Danger for the proximity of a place frequented by children.		P-22 cyclist zone Danger for the proximity of a place frequented by cyclists	

P-23 Animal zone Danger for the proximity of a place where frequently the road can be crossed by domestic farm animals. In addition to the presence of animals, there may be dirt on the road.		P-24 Wild Animals zone Danger by the proximity of a place where frequently the way can be crossed by wild animals. It should be noted that animals cross more frequently at dawn and dusk.	
P-25 Two way traffic straight ahead Danger by the proximity of a zone of the road where the circulation is carried out provisionally or permanently in both directions		P-26 Falling Rocks Danger due to the proximity of an area with frequent landslides and with the consequent presence of obstacles in the road. It is advisable not to stop at this place and to pass slowly and carefully. Vehicles driving in front may be diverted to avoid obstacles in the roadway and those in front may abruptly brake.	
P-27 Port or river pier Danger due to the road leading to a pier or a stream of water. At night or in rainy weather the road can be confused with the surface of the water		P-28 Loose Gravel Danger due to the proximity of a section of road where there is a risk of projected gravel by passing vehicles. The speed must be moderated and the safety distance must be increased to	

		avoid possible windshield breakage. In addition, avoid accelerations, braking and movements	
P-29 Cross-winds Danger due to the proximity of an area where the wind frequently blows in a transverse direction. There may be a wind sock or other similar device to indicate the direction and force of the wind		P-30 Uneven shoulder Danger due to the existence of a slope along the road on the side indicated by the symbol.	
P-31 Heavy traffic Danger due to the proximity of a section where traffic is stopped or obstructed by traffic congestion. This signal can also be located in places where there are frequent traffic stops		P-32 Road Obstruction Danger due to the proximity of a place where there are vehicles that obstruct the roadway due to damage, accident or other causes	
P-33 Reduced visibility Danger due to the proximity of a section where circulation is hampered by a noticeable loss of visibility due to fog, rain, snow, smoke, etc.		P-34 Pavement slippery with ice or snow Danger due to the proximity of a road surface whose pavement can be especially slippery due to ice or snow.	
P-50 Other hazards Indicates the proximity of a hazard other than that indicated by other signs			

<u>Priority Signs (Right-away)</u>			
R1- Yield for traffic Obligation for every driver to give way at the next intersection to the vehicles that circulates by the approaching road or the lane to which he intends to join.		R2- Stop Obligation for all drivers to stop their vehicle at the next line of detention or, failing that, immediately before the intersection and yield to vehicles passing by the approach road. If, due to exceptional circumstances, there is no visibility at the place of detention, it must be stopped again in the place where it maintains visibility, without endangering any users of the road	
R-3 Priority roadway It indicates priority of passage in the rest of intersections of the road ahead		R-4 End of Priority Indicates that at the next intersection the priority of passage has been lost	
R-5 Priority in the opposite direction Indicates the obligation to yield the passage in the following narrowing		R-6 Priority regarding the opposite direction Indicates priority of passage in the next narrowing.	

Intersection with priority		P-1a Intersection with priority over right-hand track	
Intersection with priority over track to the left		P-1c Intersection with priority over incorporation from the right	
P-1d Intersection with priority over an incorporation from the left		P-2 Right-Priority Intersection	
P-3 Traffic light signals		P-4 Intersection with round about	
P-5 Mobile Bridge		P-6 Tram crossing	
P-7 level crossing with barriers		P-7 Level crossing without barriers	

<u>Signs prohibiting entry</u> Round signs with red rims indicating a prohibition.			
R-100 Road closed Prohibition of circulation of all kinds of vehicles in both directions		R-101 No entry Prohibition of access to all kinds of vehicles. This signal does not prohibit circulation in the opposite direction	
R-102 Entry prohibited to motor vehicles Prohibition of access to motor vehicles. (Does not prohibit access to mopeds)		R-103 Entry prohibited to motor vehicles, except two-wheeled motorcycles without sidecar	
R-104 Entry prohibited to motorcycles		R-105 Entry prohibited to mopeds Prohibition of access to two-, three- and four-wheel mopeds (light quadricycles) and vehicles for persons with reduced mobility.	
R-106 Entry prohibited to vehicles intended for the exclusive transport of goods Prohibition of access to vehicles intended for the exclusive transport of goods, understood as such trucks and vans, regardless of mass.		R-107 Entry prohibited to vehicles intended for the exclusive transport of goods with a greater authorized mass than indicated Prohibition of access to vehicles intended for the	

		exclusive transport of goods if their MMA is higher than the one indicated on the sign, meaning trucks and vans. Prohibits access even if empty	
R-108 Entry prohibited to vehicles carrying dangerous goods		R-108 Entry prohibited to vehicles carrying explosive or flammable goods	
R-110 Entry prohibited to vehicles transporting products contaminating water Prohibition of access to all types of vehicles carrying more than 1000 liters of products capable of contaminating water		R-111 Entry prohibited to agricultural motor vehicles Prohibition of access to tractors and other self-propelled agricultural machinery	
R-112 Entry prohibited to motor vehicles with trailer or semi-trailer that is of more than one axis The registration of a tonnage figure means that the prohibition applies only in case the MMA of the trailer or semi-trailer is higher.		R-113 Entry prohibited to vehicles towed by animals	

R-114 Entry prohibited to bicycles and mopeds		R-115 Entry prohibited to hand carts	
R-116 Entry prohibited to pedestrians		R-117 Entry prohibited to saddle animals	

<u>Restraint Signals</u> Round signs with red rims indicating a prohibition.			
R-200 Prohibition of passing without stopping Indicates the place where it is mandatory to make the stop because of the proximity of a customs post, police, toll, etc.		R-201 Mass Limitation Prohibition of passage of vehicles whose mass at load exceeds the indicated in tons.	
R-202 Mass Limitation by Axis Prohibition of passing to vehicles whose mass per axis transmitted by all the wheels coupled to some axis exceeds that indicated in the signal.		R-203 Length limitation Prohibition of passage to vehicles or set of vehicles whose maximum length, including the load, exceeds that indicated.	

R-204 Width limitation Prohibition of passage to vehicles whose maximum width, including the load, exceeds that indicated.		R-205 Height limitation Prohibition of passage of vehicles whose maximum height, including the load, exceeds the indicated	
<u>Other signs of prohibition or restriction</u>			
R-300 Minimum separation Prohibition to move without maintaining with the preceding vehicle a separation equal to or greater than indicated in the signal, except for overtaking. If it appears without the indication of meters, remember generically that the safety distance between regulated vehicles should be maintained.		R-301 Maximum speed Prohibition to move at a speed higher than that indicated by the signal (Km / h). It forces from the place where the signal is located until the next sign of "End of speed limit", "end of prohibitions", or another of "maximum speed", unless it is placed on the same post as a signal of Hazard warning, in which case the prohibition will end when the specified hazard ends. Located on a route with no priority, it is no longer valid when leaving an intersection with a priority route. If the limit indicated by the signal coincides with the maximum speed allowed by the type of track, remember the	

		generic maximum speed.	
R-302 Right turn prohibited Prohibition of turning right.		R-303 Left turn prohibited Prohibition to turn left	
R-304 U turn prohibited Prohibition to carry out the maneuver of change of direction to the rear (does not prohibit the change of direction to the left).		R-305 Forbidden overtaking It indicates that all vehicles must not be allowed to overtake motor vehicles on the road unless they are two-wheeled motorcycles and provided that the area reserved for the opposite direction is not invaded. Prohibits from the place where the signal is located until the next sign of "End of overtaking" or "end of prohibitions". If it is placed in a place where it is forbidden to overtake, it generically recalls the prohibition of carrying out this maneuver. If it is placed in a place where overtaking is not prohibited by the rule, it prohibits overtaking even if it is not necessary to invade the opposite	

		direction.	
R-306 Prohibited overtaking for trucks Prohibition on trucks whose MMA exceeds 3500 kg of overtaking motor vehicles that circulate along the road, unless these are two-wheeled motorcycles and do not invade the opposite direction. Prohibits from the place where the signal is located until the next sign of "End of overtaking for trucks" or "end of prohibitions".		R-307 Stopping and parking prohibited Prohibition of stopping and parking on the side of the road where the signal is located. Unless otherwise noted, the prohibition begins at the vertical of the signal and ends at the nearest intersection.	
R-308 Parking prohibited Prohibition of parking on the side of the road where the signal is located. Unless otherwise noted, the prohibition begins at the vertical of the signal and ends at the nearest intersection.		R-308a Parking prohibited on odd days Prohibition of parking on the side of the road where the signal is located on odd days. Unless otherwise noted, the prohibition begins at the vertical of the signal and ends at the nearest intersection.	

R-308b Parking on even days Prohibition of parking on the side of the road where the signal is located on even days. Unless otherwise noted, the prohibition begins at the vertical of the signal and ends at the nearest intersection.		R-308c Parking forbidden the first fortnight Prohibition of parking on the side of the road where the signal is located from 09:00 am on day 1 to 09:00 am on day 16. Unless otherwise noted, the prohibition begins at the vertical of the signal and ends At the nearest intersection	
R-308d Parking prohibited the second fortnight Prohibition of parking on the side of the road where the signal is located from 09:00 a.m. on the 16th to 09:00 a.m. on day 1. Unless otherwise stated, the prohibition starts at the vertical of the signal and ends At the nearest intersection.		R-308e Forbidden parking Prohibits parking in front of a gate	
R-309 Limited parking area Parking area of limited duration and obligation for the driver to indicate, in a regulatory manner, the time of the start of parking. It may include the maximum authorized parking time and the time limit of validity. It may		R-310 Noise Warning Remember the general prohibition of acoustic signals, except to avoid an accident, or to circulate as a priority vehicle.	

also be included if the parking lot is subject to payment			
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<u>Signs of obligation</u> Round signs with a blue background indicating a mandatory instruction They point the direction and direction to follow			
R-400a Required direction		R-400b Required direction	
R-400c Required direction		R-400d Required direction	
R-400e Required direction			
Point to the only permissible directions Arrows point to the only directions that vehicles can take.			
			

R-402 intersection with mandatory rotational direction The arrows indicate the direction of the rotating movement that the vehicles must follow.		R-404 Automobile Road except motorcycles without sidecar Obligation for drivers of motor vehicles, excluding motorcycles without sidecar, to move on the road to the entrance of which is situated.	
R-405 Road for motorcycles without sidecar Obligation for motorcycle drivers to drive on the roadway to which it is located.		R-406 Road for trucks, vans and vans Obligation for drivers of all types of trucks and vans, regardless of their mass, to drive on the road to the entrance of which is situated. The registration of a tonnage figure, either on the silhouette of the vehicle, or on another supplementary plate, means that the obligation only applies when the MMA of the vehicle or the set of vehicles exceeds the said figure.	

R-407a Road reserved for cycle or cycle route Obligation for drivers to cycle through the route to which it is located and prohibits other users from using it.		R-407b Road reserved for mopeds Obligation for drivers of mopeds to drive on the road to the entrance of which is located and prohibit other users from using it.	
R-408 Road for animal-towed vehicles Obligation for drivers of animal-drawn vehicles to use the road to the entrance of which is situated. It does not prohibit other users from using it.		R-409 Road reserved for animals being ridden. Obligation for riders to use their way to the entrance of their riders and prohibit other users from using it.	
R-410 Road reserved for pedestrians Obligation for pedestrians to transit through the road to which entrance is located and prohibits other users from using it.		R-411 minimum speed Obligation for drivers of vehicles to drive, at least, at the speed indicated by the figure, in kilometers per hour, which appears on the signal. The obligation applies from the place where it is located to another of different minimum speed, or end of minimum speed or maximum speed of equal or lesser value. Exceptionally you may circulate below the	

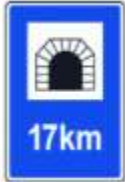
		indicated minimum speed when the circumstances of the traffic, of the vehicle or of the road prevent the maintenance of a superior speed.	
R-412 Snow chains required Obligation to stop driving without snow chains or other authorized devices, acting on at least one wheel on the same side as that of the drive shaft.		R-413 Low beam headlights required Obligation for drivers to travel with low beam lights at least, regardless of the visibility and lighting conditions of the road. The obligation applies from the place where the signal is located to another end of this obligation.	
R-414 Roadway for vehicles transporting hazardous cargo Obligation for drivers of all types of vehicles carrying dangerous goods to move on the road to the entrance of which is situated and which must circulate in accordance with their special regulations.		R-415 Roadway for vehicles transporting products that may pollute water Obligation for drivers of all types of vehicles carrying more than 1000 liters of products capable of polluting the water from circulating along the road to which it is located.	

R-416 Road for vehicles carrying explosive and flammable goods Obligation for drivers of all types of vehicles carrying explosive or easily flammable goods to move on the road to the entrance of which is situated and which must circulate in accordance with their special regulations.		R-417 Obligatory use of the seat belt Obligation to use the seat belt.	
R-418 Lane for exclusive use of vehicles equipped with electronic toll equipment Mandatory toll: Obligation to make the payment of the toll using the dynamic toll system or toll collection. The vehicles that circulate in the lane thus marked must be provided with the technical means that makes it possible to use them under operative conditions in accordance with the legal provisions in the matter.			

<u>Signs of end of prohibition or restriction</u>			
R-500 End of prohibitions It indicates the place from which all specific prohibitions finish		R-501 End of speed limitation It indicates the place from where a previous signal of maximum speed stops being applicable	

R-502 End of the overtaking ban It indicates the place where an earlier prohibited overtaking signal ceases to be applicable.		R-503 End of the overtaking ban for trucks Point out the place where an earlier prohibited overtaking signal for trucks no longer applies.	
R-504 End of limited parking area Indicates the location from which a previous limited parking zone signal is no longer applicable		R-505 End of track reserved for cycles It indicates the place where a previous track signal reserved for cycles is no longer applicable.	
R-506 Minimum speed limit It indicates the place where a previous minimum speed signal is no longer applicable.			

<u>Signs of general indications</u> Rectangular signs with a blue background providing information or recommendation.			
S-1 Motorway Indicates the beginning of a motorway (toll)		S-2 Motorway End Indicates the end of a motorway (toll)	
S-1a Autovía Indicates the beginning of a dual highway		S-2a End highway Indicates the end of a dual highway	

S-3 Road reserved for cars Indicates the beginning of a car road		S-4 End of road reserved for cars Indicates the end of a road reserved for cars.	
S-5 Tunnel Indicates the beginning of a tunnel, underpass, or tunnel-like section of tunnel. At the bottom it may indicate the length of the tunnel in meters		S-6 End of tunnel Indicates the end of a tunnel, a lower passage or a tunnel-like section of track.	
S-7 Recommended maximum speed It recommends an approximate speed of movement, in Km / h, that it is advisable not to surpass in favorable conditions of the road. When it is located next to a warning signal of danger, the recommendation refers to the section where this danger exists		S-8 End of recommended maximum speed Indicates the end of a recommendation of approximate speed of circulation.	
S-9 Recommended speed range It recommends maintaining an approximate speed of circulation between the assigned values, in Km / h, that is advisable not to surpass in favorable conditions of the road. When it is located next to a warning signal of danger, the recommendation refers to the section where this danger exists.		S-10 End of recommended speed range Indicates the end of an approximate speed range recommendation.	
S-11 One Way Drive It indicates that, in the roadway which extends in the direction of the arrow, the vehicles must circulate in the direction indicated by it, and that circulation in the opposite direction is prohibited. It does not prohibit change of lane but of direction.		S-11a One Way Drive It indicates that, in the road which extends in the direction of the arrows (two lanes), the vehicles must circulate in the direction indicated, and that circulation in the opposite direction is prohibited. It does not prohibit change of lane but of direction.	

S-11b One Way Drive It indicates that, in the roadway which extends in the direction of the arrows (three lanes), the vehicles must circulate in the direction indicated, and that circulation is prohibited in the opposite direction. It does not prohibit change of lane but of direction.		S-12 One-way carriageway It indicates that, in the section of roadway that extends in the direction of the arrow, the vehicles must circulate in the direction indicated by this signal, and that circulation is prohibited in the opposite direction.	
S-13 Location of a Pedestrian Crossing Indicates the location of a pedestrian crossing. It does not give priority to pedestrians alone, without the road marking.		S-14a Pedestrian Overpass	
S-14b upper pedestrian		S-15a, b, c and d Dead-end roadway signaling	
S-16 Emergency Braking Area Indicates the situation of a road escape area, conditioned so that a vehicle can be stopped in the event of failure of its braking system.		S-17 Parking Indicates a location where vehicle parking is authorized. An inscription or symbol, which represents certain kinds of vehicles, indicates that parking is reserved for those classes. An inscription with time indications limits the length of parking indicated.	
S-18 Place reserved for taxis Indicates the place reserved for free taxis and in service to the stop and parking. The inscription of a number indicates the total number of spaces reserved for this purpose.		S-19 Bus stop Indicates the place reserved for bus stop.	
S-20 Tram Stop Indicates the place reserved for tram stop.		S-21 Passability in sections or a mountain pass Indicates the transit status of the summit or section defined at the top of the signal.	

S-22 Change of direction at the same level It indicates the proximity of a place where a change of direction can be made at the same level.		S-23 Hospital It indicates to the drivers of vehicles, besides the proximity of medical establishments, the convenience of taking precautions that they require, especially to avoid the production of noise.	
Low Beam lighting is mandatory		S-24 End of low beam lighting requirement (crossover) Indicates the end of a section where low beam lighting is required and reminds of the possibility of rescinding from it, as long as it is not imposed by circumstances of visibility, schedule or lighting of the road.	
S-25 Overpass/ Underpass It indicates the proximity of an exit through which a change of direction can be made at different levels.		S-26 a, b, c Approach to Exit Panels Indicate on a motorway that the next exit is approximately 300 meters, 200 meters and 100 meters respectively. If the exit is on the left, the diagonals or diagonals would be descending from left to right and the signals will be placed to the left of the road.	
S-27 Road assistance Indicates the situation of a post or nearest distress station from which help can be requested in the event of an accident or breakdown. The signal can indicate the distance to which it is.			
S-28 Residential Street It indicates specially conditioned circulation areas which are primarily intended for pedestrians and in which the following special traffic rules apply: • Passage priority to pedestrians. • Maximum speed 20 km / h. • Vehicles cannot park anywhere that is not signposted. • Games and sports are authorized on the road.			

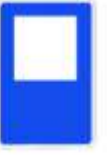
• Pedestrians should not unnecessarily obstruct vehicle drivers.			
S-29 End of residential street Indicates that the general rules of circulation apply again.		S-30 Zone 30 Indicates the specially conditioned circulation area which is primarily intended for pedestrians. • Maximum speed 30 km / h. • Passage priority to pedestrians.	
E-31 End of 30 km / h zone Indicates that the general rules apply again		S-32 Indicates that the vehicle that circulates in the lane or lanes so signaled can affect the payment of the toll by means of the dynamic toll system or electronic tolling, provided that it is provided with the technical means that enables its use	
S-33 Cycle Path It indicates the existence of a path for pedestrians and cycles, segregated from motorized traffic, and runs through open spaces, parks, gardens or forests.		S-34 Shelter in tunnels It indicates the location of a place where you can put the vehicle in a tunnel, in order to keep from blocking traffic.	
S-34a Shelter in tunnels It indicates the location of a place where the vehicle can be separated in a tunnel, in order to leave the passage free, and that has emergency telephone.			

Lane signs			
S-50a, b, c, d and e Lanes reserved for traffic based on the signaled speed. It indicates that the lane on which the minimum speed signal is located may only be used by vehicles traveling at or above the indicated speed, although if circumstances permit, they must be driven		S-51 Lane reserved for buses It indicates the prohibition to drivers of vehicles other than the collective transport of people from driving in the indicated lane. Taxi drivers can also use this lane. In sections where the longitudinal white mark is a	

through the right lane. The end of the mandatory minimum speed will be established by signal S-53 or R-506		dashed line, it is permitted to use it for a maneuver other than a stop, to park, to change the direction of travel or to overtake, as long as preference is given to buses and Taxis	
		S-52 End of lane intended for traffic Shows the lane that will end, indicating a lane change is necessary.	
		S-52a and b End of lane intended for traffic Drivers driving in the right hand lane will have to move to the adjacent lane where there will be a higher traffic density	
S-53 One-to-two-way flow path It indicates, in a section with a single lane in a direction of circulation, that in the next section there will be two lanes in the same direction of circulation.			
S-53b Passage of two to three lanes of circulation It indicates, in a section with two lanes in one direction of circulation, that in the next section there will be three lanes in the same direction of circulation.		S-53c Passage of two to three lanes of traffic with specification of the maximum speed in each of them It indicates, in a section with two lanes in one direction of circulation, that in the next section there will be three lanes in the same direction of circulation. It also indicates the maximum speed that is allowed to reach in each of them.	

S-64 Bike or cycle track attached to the roadway Indicates that the lane on which the cyclic track signal is located can only be used in cycles.		S-60, 61, 62 Split on two, three and four-lane roadways Indicates a lane or lanes that will fork towards the right or the left depending on the signaling.	
			
			

Service Signs			
S-100 First aid station Indicates the situation of an officially recognized post, where an emergency first aid can be performed		S-101 Ambulance Base Indicates the situation of an ambulance in permanent service for healing and transfer of injured in traffic accidents.	
S-102 Technical Vehicle Inspection Service Indicates the location of a vehicle inspection station		S-103 Repair Shop Indicates the location of an auto repair shop	
S-104 Telephone Indicates the location of a public telephone set		S-105 Gas Station Indicates the location of a fuel pump	
S-106 Auto Repair and Fuel Supply		S-107 Camp Indicates the location of a camp where you can camp.	
S-108 Water Indicates the location of a fountain with water		S-109 Picturesque location It indicates a scenic overlook site or the place from which you can see.	

S-110 Hotel or motel Indicates the location of a hotel or motel		S-111 Restaurant Indicates the location of a restaurant	
S-112 Cafeteria Indicates the location of a bar or cafeteria		S-113 Land for trailers-housing Indicates the location of a land where you can camp with trailers housing	
S-114 Picnic rest area Indicates the place that can be used for food and beverage consumption.		S-115 Starting point for walking excursions Indicates an appropriate place to start walking tours.	
S-116 Camping and grounds for trailer-housing Indicates the location of a place where you can camp with tent or trailer-dwelling.		S-117 Youth hostel Indicates the situation of a shelter whose use is reserved for youth organizations.	
S-118 Tourist information Indicates the location of a tourist information office.		S-119 Fishing grounds Indicates a stretch of river or lake in which the fishery is subject to special authorization.	
S-120 National Park Indicates the situation of a national park whose name is not registered		S-121 Monument Indicates the status of a historical or artistic work declared a monument.	
S-122 Other services Generic sign for any service, which will be inscribed in the white box.		S-123 Rest area Indicates the situation of a rest area.	
S-124 Parking for rail users Indicates the location of a parking area connected to a railway station and intended primarily for the vehicles of users who carry out part of their journey by private vehicle and the other by rail.		S-125 Parking for subway users Indicates the location of a parking area connected to a lower railway station and intended mainly for the vehicles of the users who carry out part of their journey by private vehicle and the other by lower railway.	

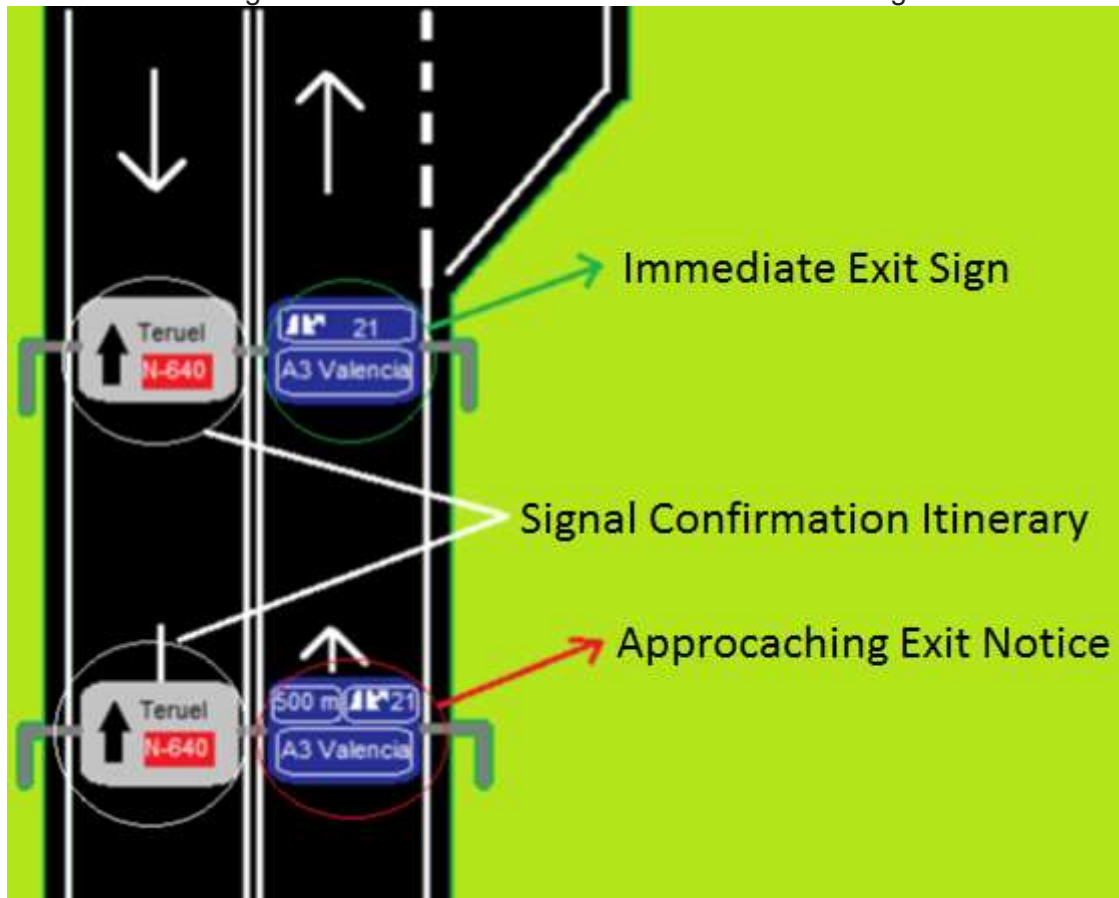
S-126 Parking lots for bus users Indicates the situation of a parking area connected to a station or a bus terminal and intended primarily for the private vehicles of users who carry out part of their journey by private vehicle and the other by bus.		S-127 Service Area Indicates on highway or highway the situation of a service area.	
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<u>Signs with yellow background</u>			
All vertical signals with the orange background have the same meaning as the signals with white background. The difference is that they have been imposed due to construction on the road.			
			

Orientation signs

Guidance signals inform about routes, destinations, routes, distances, populations, places of interest, etc. According to their function they are classified into three groups:

- Confirmation of route signs: Indicate the route by which it is circulated and indicate the direction of the route.
- Exit warning signals: Announce a next exit.
- Immediate exit signals: Indicates where the start of the exit lane begins.



Normally the orientation Signs

- will be colored (blue) when their destination is a motorway.
- and no color (white) when your destination is a conventional road.



Except for exit signs on a motorway or highway indicating the destination of a village, a conventional road or a car roadway. Although following this rule they would have to be colorless (white), but are colored (blue).



Complementary panels Complementary panels specify the meaning of the signal they complement.			
S-800 Distance to start of danger. It indicates the distance from the place where the signal is to where the hazard begins. If it is placed under the road narrowing hazard warning signal, it can indicate the free width of said narrowing		S-810 Length of the danger or prescribed stretch. Indicates the distance of the hazard.	
S-820 and S-821 Extension of the ban, to the side. Placed under a prohibition sign, indicates the distance in which this prohibition applies in the direction of the arrow.		S-830 Extension of prohibition on both sides. Placed under a prohibition sign, indicates the distances in which this prohibition applies in each direction indicated by the arrows.	
		S-840 Mandatory Detention notice. Placed under the yield signal, indicates the distance to the mandatory stop signal or stop at the next intersection.	
S-850 to 853 Itinerary with priority. Additional panel of the R-3 signal, which indicates the priority route.			

S-860 Generic. Panel for any other clarification or delimitation of the signal or traffic light under which it is placed			
S-870 Application of signaling. When placed under the prohibition sign, it indicates that the signal relates only to the next (exit lane) whose direction coincides approximately with the arrow. Placed under another signal, indicates that this applies only to the exit branch.		S-880. Application of signaling to certain vehicles. It indicates, under the corresponding vertical signal, that the signal refers exclusively to the vehicles listed on the panel, and may be trucks, vehicles with trailers, buses or cycles.	   
S-890 Supplementary panel for a vertical signal. It indicates, under another vertical signal, that it refers to the circumstances that are indicated on the panel as snow, rain or fog	  		

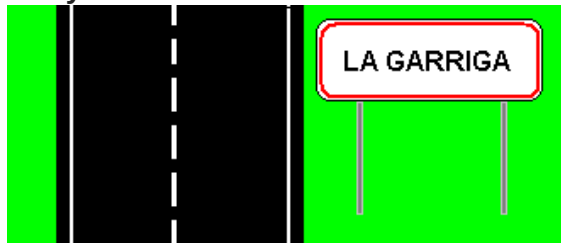
Let's look at three examples:



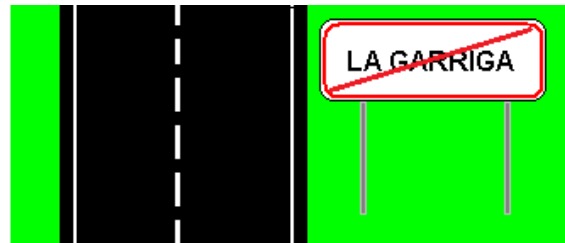
1. Sign indicating danger by the proximity of a section of dangerous curves that will last 4 km from the signal.
2. Sign indicating danger by the proximity of dangerous curves about 4 km away from the sign.
3. Speed limitation that should only be obeyed when the weather conditions are mentioned on the panel. In this case when there is rain.

Location signs

Entry of town and exit of town

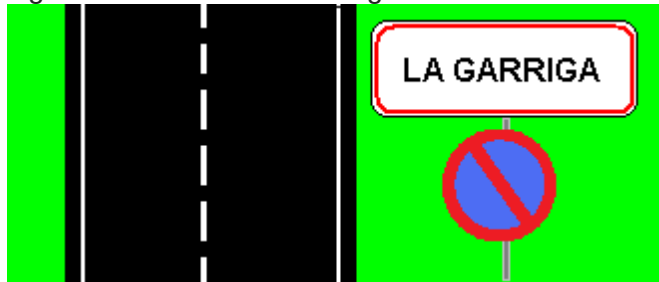


S-500 Entrada a poblado



S-510 Fin de poblado

The most frequent signs are the S-500 "Entrance to town" that indicates the place from which the rules of traffic circulation within town will govern, and the S-510 "End of town" that indicates the place from where the norms of behavior in traffic applicable in town are no longer applicable. When the S-500 signal of "Entry to town" is complemented by another signal, this signal affects the entire village unless otherwise indicated.



For example, in this case the parking prohibition sign would affect the whole village. That is to say that it would not be possible to park in the whole town unless some other signage indicates you are allowed.

Milemarkers



Indicates the kilometer point of a motorway, highway or conventional road, when the km is a multiple of 10.



Indicates the kilometer point of a road that is not a motorway or highway, when the km is a multiple of 10. Its color corresponds to the network of roads indicated on the sign. **Road markings**

Marks on pavement or road markings, are intended to regulate traffic and warn or guide road users, and may be used alone or with other means of signaling, in order to reinforce or specify their indications. They only affect the lane where they are located. The road markings can be:

- White longitudinal markings
- Transverse white markings
- Horizontal traffic signs
- Other white markings and inscriptions
- Markings of other colors

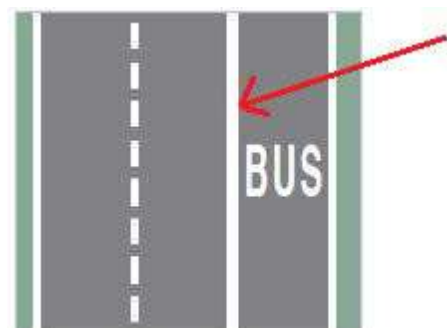
White longitudinal markings

The name and meaning of the longitudinal white marks are as follows:



Continuous longitudinal marking

A longitudinal mark consisting of a continuous line on the roadway means that no driver with his vehicle or animal may pass through or move his vehicle on it nor,



when the mark separates the two directions of traffic, circulate on the left side of the road. A longitudinal mark consisting of two continuous solid lines has the same meaning. A continuous white line on the roadway may also indicate the existence of a special lane, and drivers of vehicles traveling on the special lane may cross it with due care to leave it when required by the maneuver or destination intended. In this case the mark is noticeably wider than in the general case.

Discontinuous longitudinal mark

A discontinuous line on the roadway is intended to demarcate the lanes in order to guide the traffic, and means that the driver cannot move with his vehicle or animal on it, except where necessary and the safety of traffic permits, in roadways with narrow lanes (Less than three meters wide). It may also be intended to:

- Announce to the driver they are approaching a continuous longitudinal mark, the prohibition that this mark implies or the proximity of a section of road that presents a special risk; In these cases, the spacing between the dashes of the line is noticeably shorter than in the general case.
- Indicate the existence of a special lane (to determine the type of vehicles, entry or exit, or other); In this case the mark is considerably wider than in the general case.



Discontinue longitudinal mark



Special Lane



Continuous mark approach.
Proximity to special risk

Double discontinuous longitudinal marks

As a special case of a dashed line, the double dashed lines that mark a lane on both sides mean that it is a reversible lane, ie that the traffic can be regulated in one direction or another by lane traffic lights or other means.



Continuous longitudinal markings adjacent to non-continuous markings



When a mark consists of a continuous longitudinal line next to a discontinuous line, the drivers must take into account the nearest line located on the side on which they are traveling. When these marks separate two different directions of travel, this provision does not prevent drivers who have passed another vehicle to return to their normal place on the road.

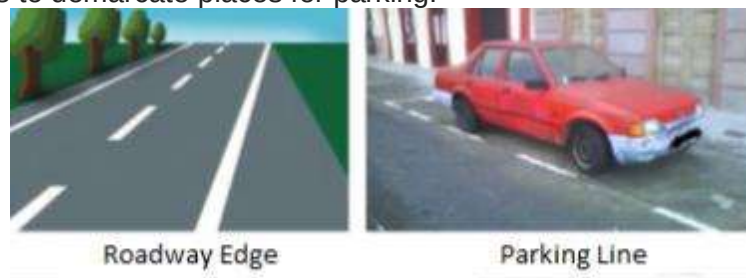
Guide marks at intersection



They tell drivers how a certain maneuver should be made at an intersection.

Edge and parking lines

Edge lines are longitudinal lines visible on the edges of the roadway. Parking lines may be discontinuous lines to demarcate places for parking.



Transverse white marks

The nomenclature and meaning of the transverse white markings are the following:

Continuous transverse marking

A continuous line, arranged along one or several lanes, is a stop line indicating that no vehicle or animal or its cargo should cross it in compliance with the obligation imposed by a horizontal or vertical signal of a compulsory stop, a signal of Prohibition of passing without stopping, a pedestrian crossing indicated by a road mark, a traffic light or a stop signal made by a traffic officer or by the existence of a level crossing or mobile bridge. If, due to exceptional circumstances, there is insufficient visibility from the point of detention, the driver must stop again at the place where he has visibility, without endangering any users of the road.



Discontinuous transverse marking



A dashed line along one or several lanes is a stop line which indicates that, except in abnormal circumstances that reduce visibility, no vehicle or animal or its cargo should cross it, when they have to yield, in compliance with the obligation imposed by a vertical or horizontal signal of "Give way", by a green arrow to turn at a traffic light, or when there is no signal of priority of the rules governing it.

Pedestrian Marking (Crosswalk)

A series of lines of wide width, arranged on the pavement of the road in parallel bands and that form a cross-section to the road, indicates a passage for pedestrians, where the drivers of vehicles or animals must allow them to cross. Lines of other colors that alternate with white may not be used.



Cycle Mark (Bicycle Lane)

A mark consisting of two discontinuous and parallel transverse lines on the roadway indicates a passage for cyclists, where they have preference.

Horizontal traffic signs

The nomenclature of the horizontal traffic signals is as follows:

Yield

A triangle, marked on the roadway with the vertex opposite the minor side and directed toward the approaching vehicle, indicates to its driver the obligation it has at the next intersection to yield to other vehicles. If the said triangle is located in a lane delimited by longitudinal lines, the previous obligation refers exclusively to the vehicles that circulate in that lane.



Mandatory stop



The 'stop' symbol, marked on the roadway, indicates to the driver the obligation to stop his vehicle in front of a next detention line or, if this does not exist, immediately before the road to which he approaches, and to give way to the vehicles that circulate on that road. If the said symbol is located on a lane delimited by longitudinal lines, the obligation to stop refers exclusively to the vehicles that circulate in that lane.

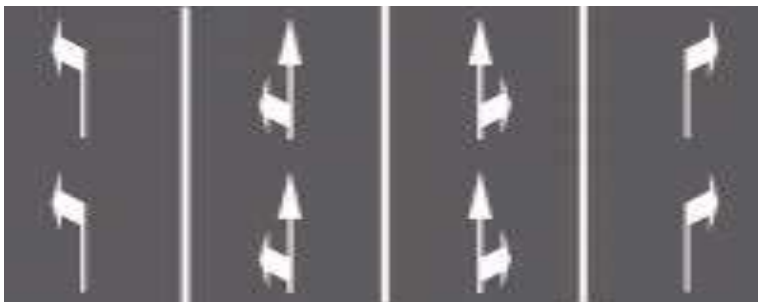
Speed Limit Signal



It indicates that no vehicle should exceed the speed expressed in kilometers per hour. If the figure is located in a lane delimited by longitudinal lines, the prohibition refers exclusively to the vehicles that circulate in that lane. The limitation set applies until the next "End of limitation", "End of Speed limitation" signal or other signal of a different maximum speed.

Lane selection arrow

An arrow in a lane delimited by longitudinal lines indicates that every driver must follow the direction, or one of the directions, indicated by the arrow in the lane in which it is or, if the signaling allows, change to another lane. This arrow can be complemented with a destination inscription.



Exit arrow

It tells the drivers where they can start the lane change to take an exit and its direction.



End of lane arrow

It indicates that the lane in which it is located ends soon and its indication must be followed.



Return Arrow

An arrow, located in the center of a two-way road and pointing to the right, announces the proximity of a continuous line that implies the prohibition to move on its left, and indicates, therefore, that every driver must return to the lane to the right of the arrow as soon as possible.



Other marks and inscriptions in white

The nomenclature and meaning of other marks and inscriptions of white color are the following:



Fork in Road Marks

Announces to the driver that they are approaching a fork in the road where they are traveling, with possible change in the total number of lanes before and after it.

Level Train crossing

The letters 'P' and 'N', one on each side of an "X", indicate the proximity of a level train crossing.

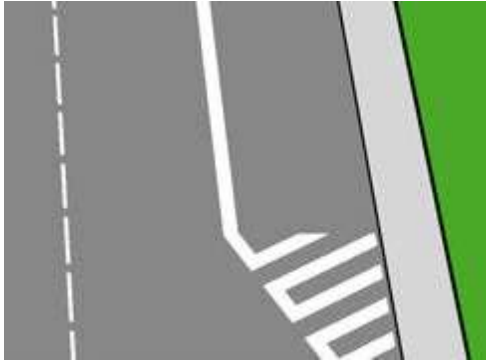


Reserved Lane Marking

Indicates that a lane or part of the road is reserved, temporarily or permanently, for the circulation, stopping or parking of certain vehicles such as buses, taxis and cycles.



Lane start mark reserved



Indicates the beginning of a lane reserved for certain vehicles.

Cycle track mark

Indicates a cycle path or cyclable path. Only bicycles are allowed.



Parking lines and marks

They delimit the places or zones of parking, as well as the direction in which the vehicles must occupy them



Diagonal Stripes



A zone marked by parallel oblique stripes framed by a continuous line means that no driver must enter with his vehicle or animal in that zone, except those forced to move along the shoulder.



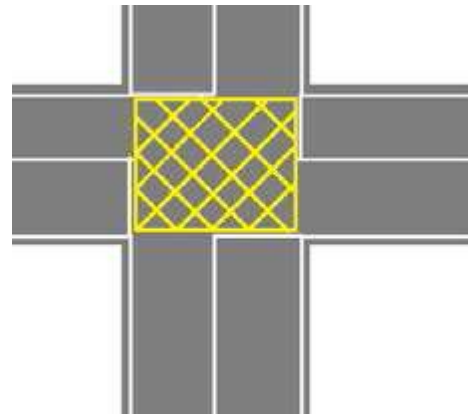
Highway Edge Line

Provides a border to make the edge of the road more visible.

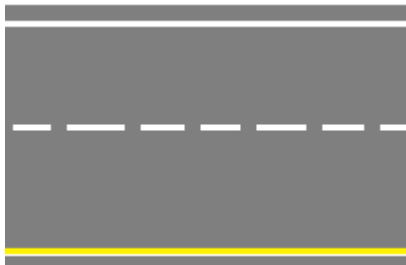
Markings of other colors

Grid of yellow marks

A set of crossed yellow lines reminds drivers of the prohibition to enter with their vehicle at an intersection or at a pedestrian crossing or for cyclists, even if they have priority of passage, if the situation of traffic is such that, they will not be able to immediately exit the intersection thereby not obstructing transverse movement.



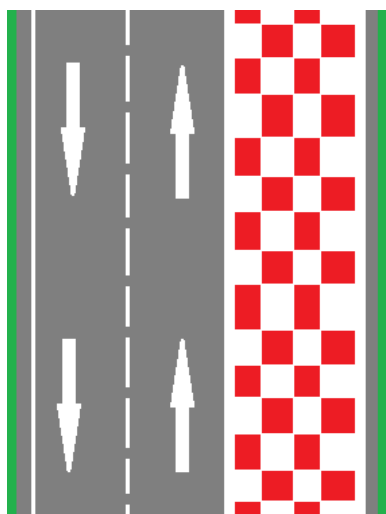
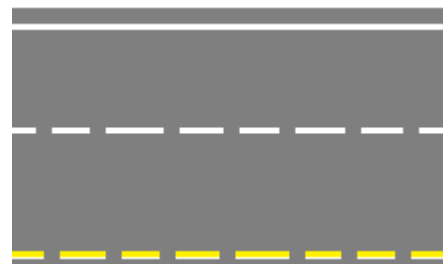
Continuous yellow longitudinal marking



A continuous yellow line on the curb or near the edge of the roadway means that stopping and parking are prohibited or are subject to a temporary restriction, indicated by signs, along the entire length of the line and on the affected side.

Discontinuous longitudinal yellow mark

A dashed yellow line on the curb or near the edge of the roadway means that parking is prohibited or subject to a temporary restriction, indicated by signs, over the whole length of the line and on the side where it is displayed.

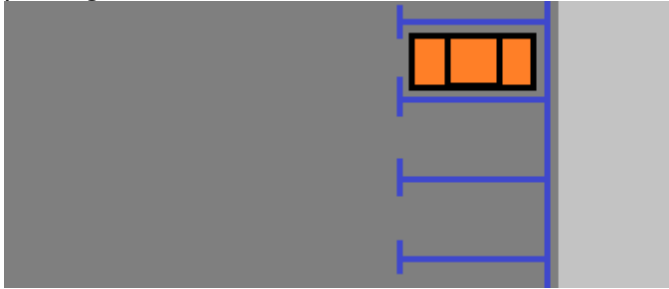


White and red checker

A grid of white and red marks indicates where an emergency braking zone begins. It is prohibited to stop, park or use this part of the road for other purposes.

Blue Lines

Lines that mark out blue parking spaces instead of white indicate that at certain times of the day parking is limited



Loading and unloading area



The yellow zigzag mark indicates the place of the road in which parking is prohibited to vehicles in general, being reserved for some special use that does not imply the long stay of any vehicle. Generally it will be used in stopping areas(not parking) of buses or designated for the loading and unloading of vehicles.

Rules of traffic circulation

Travel on the shoulders (outside of town)

Drivers of the following will travel on the right side shoulder, if it is passable, in the event that there is no roadway or part of it that is specially designed for them is impassible:

- Animal pulled vehicles
- Animals
- Special vehicles with an MMA (Maximum Weight Authorized) not exceeding 3500 kg.
- Vehicles with an MMA of not more than 3500 kg that for emergency reasons circulate at an abnormally reduced speed seriously impeding circulation
- Cycles
- Cycle support vehicles
- Mopeds

- Vehicles for people with reduced mobility
- Pedestrians

In the event that there is no shoulder available or if it is not passable, these drivers should occupy the right lane of the road.

Circulation bicycles and mopeds

It is forbidden to travel parallel to all vehicles, except bicycles that could do so in columns of two, provided they do not obstruct traffic and on sections with visibility (they may occupy part of the lane). In sections without visibility they should travel single file. On prolonged descents with curves, when the safety permits, they may leave the shoulder and circulate on the right side of the lane. Helmet use greatly reduces the likelihood of head injuries. On roads within a village, minors under age 16 are required to wear a safety helmet. In routes outside-of-town, it is mandatory for all ages except:

- That for medical reasons it is more convenient not to use it
- In extremely hot conditions
- On prolonged uphill climbs

When lighting is compulsory, bicycle drivers, in addition to displaying driving lights, will wear reflective garments that allow drivers and other users to be seen at a distance of 150 meters, traveling on outside of town routes.

Two- and three-wheel vehicles

These vehicles are less stable, more fragile and less visible. For this reason special measures are recommended to reduce the risk of accident.

Moped Travel (exception)

Mopeds can drive in columns of two whenever the shoulder is wide enough and without entering the road.

Speeds and distances

Maximum and minimum speed

The maximum speed is the upper limit of speed allowed for a vehicle on a given road. When you travel at a higher speed you are traveling with excess speed. The minimum speed is the lower speed limit allowed for a vehicle on a particular route. When driving at a slower speed, your speed is abnormally low. This can be dangerous as there could be risk of being hit from behind, undesirable passing risks and obstruction of traffic flow. If there is a risk of being hit from behind, you are required to use emergency flashers.

Adequate and inadequate speed

The driver must be able to stop the vehicle from any obstacle that may arise, so posted speed

limits must be respected. In addition, you must adjust the speed of your vehicle to the circumstances of the road and traffic. When your speed is higher than the posted speed, you are circulating at an excessive or inappropriate speed. Excessive speed may be inappropriate for weather conditions, the circumstances of the road, traffic, the vehicle or the conditions of the driver. The speed may be inadequate even if it is within the permitted limits. For example, in a road where speed limitation is 100 km / h as maximum speed, if the driver of a sedan travels at 90 km / h, even if this speed is allowed, it could be that the driver is ill, or encountered conditions or difficulties to circulate, or that it had snowed, etc. Then the 90 km / h. is considered an inadequate speed since it would have you would have to circulate more slowly to adapt to the previous circumstances. Excessive or inadequate speed is present in one of every four traffic accidents.

Moderation of speed

Every driver should slow down and even stop the vehicle if necessary, in the following cases:

- When there are pedestrians on the part of the road that is being used or can reasonably be expected to walk onto it, especially if they are children, the elderly, blind or other people manifestly disabled.
- When approaching cycles, as well as at intersections and in the vicinity of exclusive cycle paths
- In the vicinity of pedestrian crossings not regulated by traffic lights or traffic authorities.
- When approaching markets, educational centers or places where the presence of children is foreseeable.
- When there are animals in the part of the road that is being used or can reasonably be expected to enter into it.
- In sections with buildings immediately accessible to the part of the road that is being used.
- When approaching a bus at a bus stop, especially if it is a school bus.
- Out of town when approaching stationary vehicles in the roadway and the cycles using the roadway or its shoulder.
- When driving on slippery pavement or when you could splash or spray water, gravel or other materials onto other road users.
- When approaching level train crossings, roundabouts and intersections where you do not have priority right of way. If the intersections are properly marked and the road visibility is practically zero, the speed of the vehicles should not exceed 50 km / h.
- When approaching places of reduced visibility or narrowing.
- At an intersection with another vehicle, when the circumstances of the road, vehicles or weather or environmental conditions do not allow it to be safely carried out.

- In case of daze due to sun or lights
- In dense fog, heavy rain, snow or clouds of dust or smoke

Generic maximum and minimum speeds

Generic maximum and minimum speeds are governed by the type of road and the type of vehicle. See below for a summary of generic speeds:

	Highways	Long distance roads	Region roads
Three wheels	 	 	 
Mopeds (49cc)			

Note 1:

Regarding cycles (bicycles):

- They can travel along the roadsides at a maximum speed of 45 km / h, as long as the driver is at least 14 years old and circulates during the day.
- They can exceed the maximum speed in those sections of the road that allow them to develop a higher speed.

Note 2:

Motorcycles, three-wheeled vehicles, mopeds or cycles, when towing a trailer or semi-trailer, among other limitations, should reduce their generic maximum speed by 10%

Generic maximum and minimum speeds in in-village roads

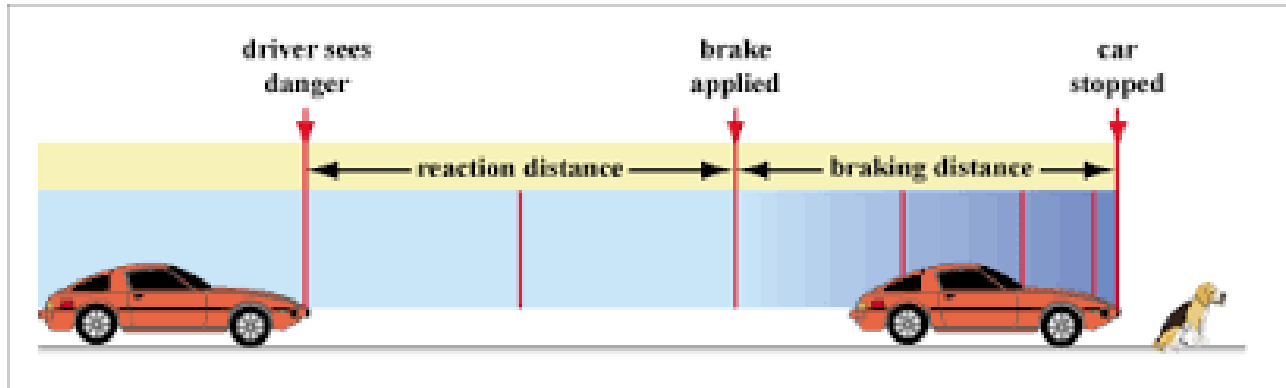
Vehicles	Maximum speed
Mopeds, vehicles for people with reduced mobility and cycles	

The distances

Stopping distance

The stopping distance or stopping time is the distance or time it takes the driver to stop the

vehicle from the time the hazard appears until the vehicle stops. The stopping distance is divided into two phases: the reaction distance and the braking distance.



Reaction distance

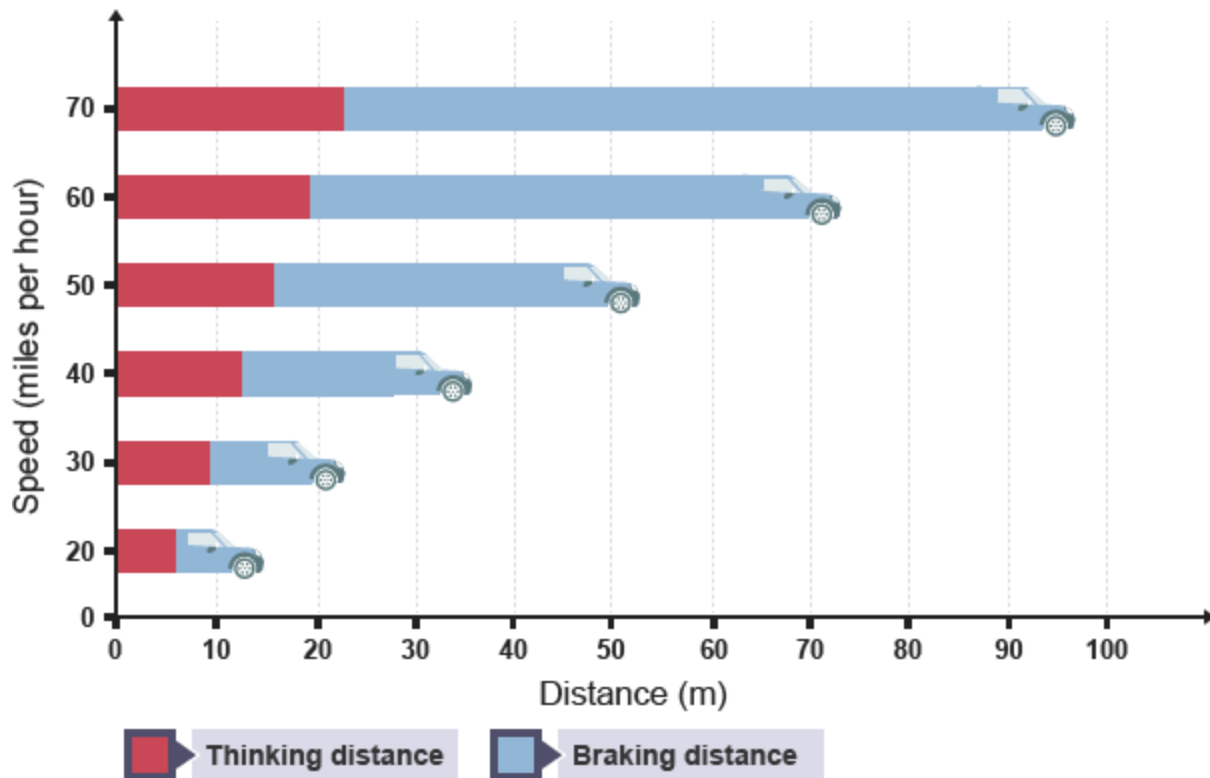
The reaction distance is the distance traveled by the vehicle from the time the driver perceives the danger until the brake pedal is depressed. It depends on the driver reaction time and speed. The normal reaction time on a good driver is 0.75 seconds. During this time interval the vehicle will travel a distance depending on the speed at which it travels.

Braking distance

The braking distance depends on the vehicle, the environment, the condition of the road and the speed. This is the distance the vehicle travels from the time the brake pedal is applied until the vehicle stops completely. The following factors can vary the length of the braking distance:

- Speed. The higher the speed, the higher the braking distance. If the speed is doubled, the braking distance is 4 times higher.
- The mass of the vehicle and its load.
- The technical conditions of the vehicle (brakes, tires, shock absorbers, etc.)
- The environmental conditions, the road and the environment.
- Driver. The vehicle will travel less braking distance if the driver brakes correctly (influenced by training, experience, physical and mental state and knowledge of your vehicle).

See the following graph to see the effect of speed on the reaction (thinking) distance, and braking distance:



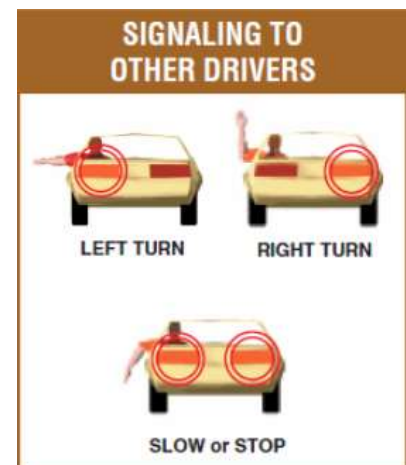
Maneuvers

RSM safety rule

To perform any maneuver the order of steps to be followed by the driver is as follows:

1. Rear view mirror (look to see if you can do the maneuver).
2. Signal (signaling your intention to complete the maneuver (turn, sideways or backward movement, braking and stopping). The hand signals are valid. See picture. To slow down we can point down or move the arm up and down In case of contradiction between hand signals and vehicle lights, then hand signals must prevail..
3. Maneuver (perform the maneuver).

Exceptionally, in routes with exceptionally heavy traffic, you should signal your intention to join traffic even if you cannot perform the maneuver so that other drivers can comply with their obligation to facilitate your incorporation.



Lateral displacement

A lateral displacement is any perceptible change of position in the roadway, to the right or left, or the total or partial invasion of a lane other than the lane in which you are traveling. It is not

considered to be a lateral displacement by a simple correction of the path of a vehicle when it is completed within the same lane in which you are traveling. The lateral displacement must start at a sufficient distance from the obstacle or reason to complete it; carry it out progressively and gradually and do it without hindering other vehicles. It must be taken into account that the vehicles that circulate in the lane to which we intend to move have priority of passage. Even so, they should allow us to maneuver as much as possible.

Reverse gear

Driving backwards is prohibited as a general rule and strictly prohibited on motorways and highways. It can be used exceptionally with minimum reversing when it is not possible to go forward or change direction. It can also be used as a complementary maneuver when stopping, parking or merging into traffic, providing the maximum distance does not exceed 15 meters and without entering an intersection. In any case, the driver will stop the vehicle if he hears warnings such as horns, if he notices the proximity of another vehicle, person or animal and as soon as safety allows. It is not advisable to merge into traffic from a building in reverse gear, but if unavoidable it is advisable to ask for help from another person, to exercise caution and to carry out the maneuver with slowly.

Merging/Entering into traffic



1



2



3



4



5

1. From an access road to it. You should ensure you can merge into traffic safely when at the beginning of the acceleration lane.

2. Proceeding from an exclusively private path.

3. Entering from an adjoining property such as garages. When a vehicle has to cross a pedestrian area to enter the traffic, pedestrians will have priority of passage.

4. Being stopped or parked..
5. Leaving a service area on the road.

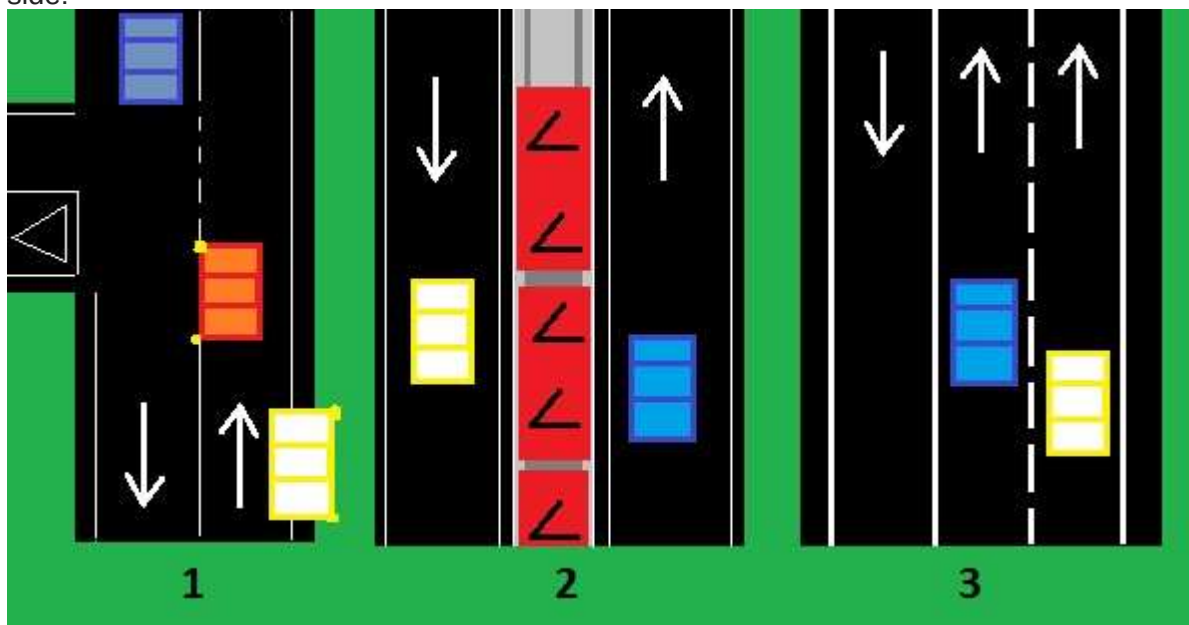
Before performing this maneuver, you must give way and verify that the roadway is clear or that the position, path and speed of the approaching users allow you to carry out the maneuver safely. Although drivers of vehicles entering the road must give way, road users must facilitate this maneuver to the extent possible, especially to public passenger transport vehicles seeking to join the road from a posted stop sign. In addition, at the posted bus stops within town, drivers must allow them to merge into traffic by moving laterally or reducing their speed, or coming to a stop if it were necessary.

Lateral displacement

A lateral displacement is any notable change of position in the roadway, to the right or left, or entering completely or partially of a lane other than that by which you were traveling. It is not considered a lateral displacement to simply correct your path of travel when it occurs within the same lane you are traveling in. The lateral displacement must start at a sufficient distance from the obstacle or cause that requires it, carry out it progressively and gradually and do it without hindering other vehicles. It must be taken into account that the vehicles that circulate in the lane to which we intend to move have the right of way. Even so, they should help us facilitate the maneuver as much as possible.

Overtaking

As a general rule passing or overtaking must be done on the left side of the vehicle that you want to overtake. Only under the following circumstances you can pass or overtake on the right side:



1. If the vehicle you want to overtake clearly indicates a change of direction to the left or a stop on that side. Exceptionally it is allowed to use the shoulder only to improve traffic flow when the density of traffic in the opposite direction does not allow you to overtake in a timely manner or a stop to the left.
2. If you intend to pass a tram that travels through a central part of a track.
3. Inside town when there are visible road markings.

Maneuvers not considered overtaking

It shall not be considered passing/overtaking:

- The fact that vehicles in one lane move faster than those in another lane on a busy road. In this situation it is forbidden to change lanes to carry out any maneuver other than preparing to turn right or left, exit the road or taking a specific direction.
- The fact of traveling more quickly than vehicles in a special lane, such as deceleration or acceleration, or lanes intended for the use of certain vehicles.
- Surpass groups of cyclists.
- Passing a stopped vehicle occupying your lane, or part of it, in the same direction of travel. A stopped vehicle can be passed even if it is forbidden to overtake and even if you have to enter the opposite lane if necessary. In addition, outside of town should ensure you leave a minimum lateral distance of 1.5 meters from the vehicle you are passing. When passing vehicles intended for the collective transport of people (busses), extreme caution must be exercised since pedestrians can walk ahead and cross the road without looking.

Signaling while Passing

It must be done by means of the "turn signals" but can be also be done using optical signals (alternative use in the form of flashing low beam lights and high beams) and acoustic signals outside of town. The lateral displacement must be signaled both before you leave the lane you are in and after passing when you return to that lane. Ensure your turn signal is turned off after making any lateral change of lane.

The Passing Maneuver

Overtaking will be done decisively, at a notably higher speed and in the shortest possible distance. In addition, a sufficient lateral separation must be left in order to perform it safely. The driver of a motor vehicle shall leave at least a lateral separation of 1.5 meters outside of town when passing a cycle, moped, two-wheeled vehicle, pedestrians, animals and vehicles of animal traction and all or part of the lane may be used next to your lane. In addition, outside of town drivers of two-wheeled vehicles when passing any other vehicle must leave at least 1.5 meters of lateral separation.

Places where you cannot overtake

- In any place or circumstance that the visibility is reduced, for example in a curve or a change

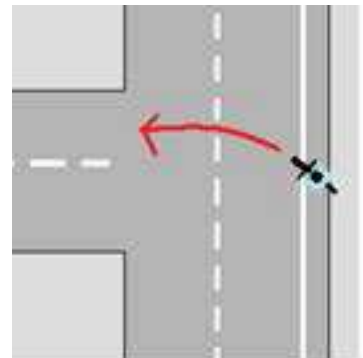
of gradient with reduced visibility, when driving behind a large vehicle, or in unfavorable weather conditions, unless the roadway is perfectly clear and the maneuver can be carried out without entering into the adjacent lane. .

- Several vehicles in a line if the driver is not completely sure that, when a vehicle appear in the opposite direction, he can return to the right side without causing damage or putting in danger of any of the vehicles ahead.
- To a vehicle that is passing another vehicle and to do so we would have to enter the opposite lane.
- Endangering or hindering cyclists in the opposite direction.
- At intersections with paths for cyclists.
- You are not allowed to overtake at Pedestrian Crossings, unless it is done at such a reduced speed that the vehicle can be stopped in case of any danger.
- At level train crossings or in their vicinity except for two-wheeled vehicles which, because of their small dimensions, allow lateral visibility.
- In tunnels, lower passages affected by the S-5 sign in which only one lane is available for your direction of travel.
- At intersections and in their vicinity, except in the case of a roundabout, when overtaking is carried out on the right, when the roadway in which the overtaking is carried out has priority and is marked and, when passing two-wheeled vehicles.

Change of direction (Turns)

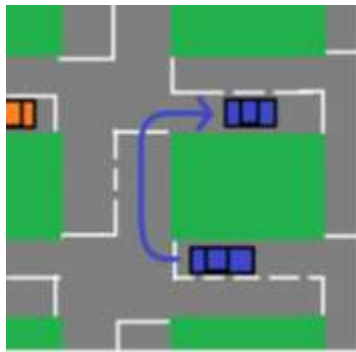
It consists of turning to the left or to the right to use a different road to the one you are traveling on. As a general rule, if the change of direction is to the right the driver will approach as close as possible to the right edge of the road. But if the change of direction is to the left, if there is not sufficient visibility, even if it is allowed to change direction to the left, the driver should not perform the turn to the left.

On routes out of town, cycles and two-wheel mopeds shall be located on the right and if possible on the shoulder, off of the roadway to turn to the left unless there is a special left turn lane for that use.

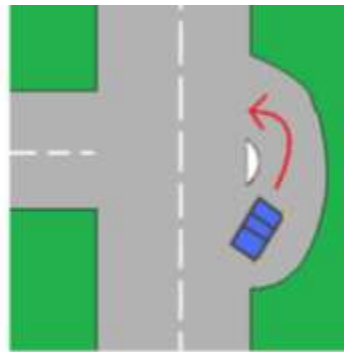


Turning Around, U Turns

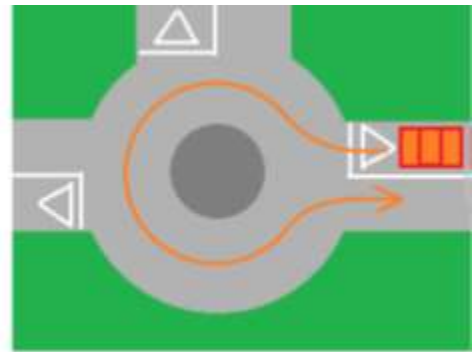
The change of direction (U-Turn) is to make a 180 degree turn at the same level, to continue to move along the same road but in the opposite direction. Changes of direction effected by a different level, either above with a bridge or underneath with a tunnel, are not included in this maneuver. To carry out this maneuver, since it is considered dangerous, other routes should be used, generally by going around a block of houses, a roundabout or, a side turn point.



Using other way

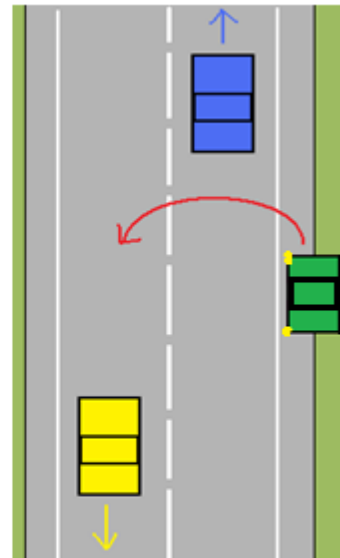
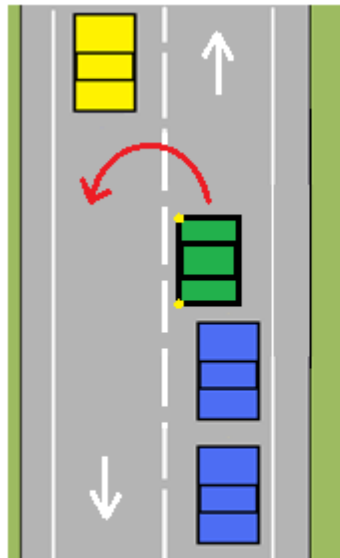


Using a Siding



Through a Roundabout

In General, the driver can make a U-Turn change of direction with only one continuous turn, provided that he is certain that he will not create a dangerous situation or obstruct traffic. To start this maneuver, the vehicle should be situated next to the line that separates the directions of travel, as long as it can be done from there. If you want to make a U-turn and there is any and it would be a dangerous maneuver, you should refrain from performing it and wait for a more timely moment.



If you obstruct vehicles driving behind you, you should be at the right edge, off the road (you can use the shoulder), and wait there until you can safely maneuver.

Places where a change of direction (U-Turn) cannot be made

It is prohibited to make a change of direction in:

- Pedestrian crossings and near them.
- Hazardous locations or situations such as on curves and changes of gradient with reduced visibility or unfavorable weather or environmental conditions.
- Intersections and their vicinity, although if you have right of way, priority of passage and signs allow, it is possible to make the U-Turn.
- On level train crossings, although it is not prohibited in their vicinity.
- In tunnels and lower passages affected by the "tunnel" sign.
- On freeways or highways, except the places designed and marked to perform that function.
- On the one-way roads.
- Generally in those circumstances where passing or overtaking is prohibited.

Immobilizations

Involuntary detentions: Detentions

An involuntary immobilization is a vehicle stop caused by an emergency such as an accident, physical discomfort of one of the occupants, damage or cargo needing attention, traffic flow, or in order to comply with a traffic regulation or as directed by Traffic Agents. Stopping/Detention is not considered a maneuver, it has no time limit and, unlike voluntary stops, can be performed anywhere, as in the medians and shoulders of the freeways, as long as there is no risk to the occupants of the vehicle nor for other highway users. There are places where it is strictly forbidden to make stops due to the great risk involved such as level train crossings, narrow stretches of road or sections with reduced visibility.

Voluntary detentions

The stop

It is the voluntary immobilization of the vehicle for less than two minutes without the driver leaving the vehicle. The driver must remain behind the wheel or be very close to the vehicle. In interurban routes, outside of towns, it must always be made to the right side of the road, off of the road and leaving free the passable part of the shoulder. In town on urban roads voluntary detentions are allowed on the road or on the shoulder. If the road is two-way, it should be done on the right side and, if it is one way, on either the right or left sides. It is allowed to stop the vehicle next to another parked vehicle, in "double row" if there is no side-road pull-in nearby and if we do not obstruct traffic flow. The immobilization should be done in a way that allows the best use of available space.

Parking

It is a voluntary immobilization of a vehicle with no time limits and the driver can leave the vehicle. In interurban routes, outside of town, it must always be made to the right side of the roadway, off of the road and leaving free the passable part of the shoulder.

On urban roads inside of town, it you can park on the road or on the shoulder. If it is a two way road, it should be done on the right side and, if it is one way, on both the right and left sides. The placement of the vehicle must be parallel to the edge of the roadway. Exceptionally another placement will be allowed when the characteristics of the road or other circumstances so advise. The immobilization should be done in a way that allows the best use of available space. To immobilize the vehicle you should ...

- Switch off the engine, disconnect the starter system and take the necessary measures to prevent the use of the vehicle without its authorization.
- Place the parking brake.
- If the vehicle is immobilized on a slope, you must leave it in a gear contrary to the slope. That is in reverse if sloping down hill and in 1st if sloping up hill.
- In addition, on the slopes, vehicles with an MMA of more than 3500 kg, buses or groups of vehicles should take more precautions. Such as, the wheels are oriented towards the center of the road on ascending slopes and outwards on the descending slopes or, suitable chocks will be placed. The chocks must be approved; stones, logs or other elements not specifically intended for that purpose may not be used.

Places prohibited to stop and parking

- On lanes intended for public transport or those reserved for bicycles.
- Where there is a sign prohibiting it.
- In areas dedicated to the exclusive use of public transport vehicles for parking and stopping.
- In areas marked for the exclusive use of the disabled.
- On lanes or part of the road reserved for the traffic of certain users (including the shoulders).
- In curves and changes of gradient of reduced visibility and in its vicinity.
- In tunnels and lower passages and sections affected by the "tunnel" signal.
- At intersections and in their vicinity if it makes it difficult for other users to turn, or on interurban roads, if danger is generated by lack of visibility.
- In level train crossings, pedestrian crossings, cycle crossings and tram tracks.
- In places where it hinders the visibility of signs for users who are affected or forced to make maneuvers.
- On motorways and highways, except in the zones enabled for it.
- On sidewalks, walks and other areas suitable for pedestrian walk. However, the Municipal

Ordinances may regulate stopping and parking of two-wheeled vehicles as long as it does not hinder or impede pedestrian traffic, especially those that may have a disability.

Parking is prohibited in:

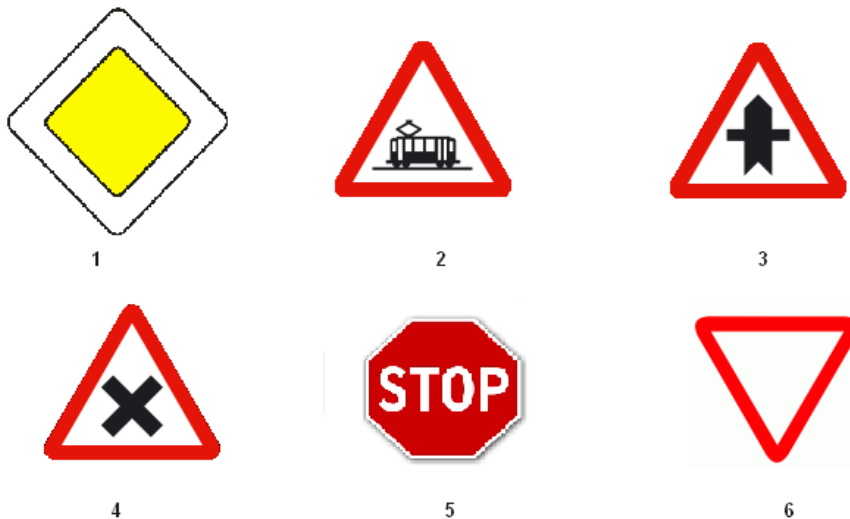
- At driveways with Vado signs posted.
- Areas marked for loading and unloading.
- Limited parking areas exceeding the maximum allowed time.
- Double Parking. (Stopping "double" is only allowed when there is no free space in the vicinity and only if the vehicle does not hinder traffic).

Priority of passage (Right-of-way)

Yield

Sometimes the path of two or more vehicles prevents them from running at the same time so that the order of right of way must be resolved. The driver who must yield the right of way has to show well in advance the way he is driving and, especially in his speed, that he is going to give way. In addition, you must not start, continue or restart your maneuver until you have made sure that it does not force the user who has priority to change their path or speed.

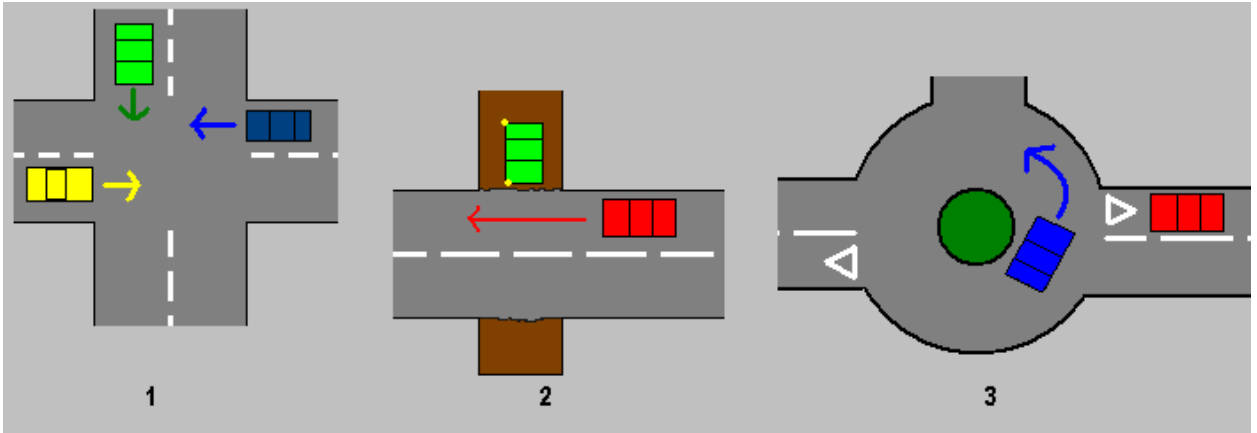
Signaling intersections



1. Start of a path with right-of-way.
2. Danger due to the proximity of a tram with priority of passage.
3. Intersection with right of way priority.
4. Danger due to the proximity of an intersection in which the general rule governs of giving way to vehicles approaching on the right.
5. Obligation to stop before crossing the intersection.
6. Obligation to yield the right of way to others in the intersection or about to enter.

Intersections without signage

When signs that direct the right of way are absent:

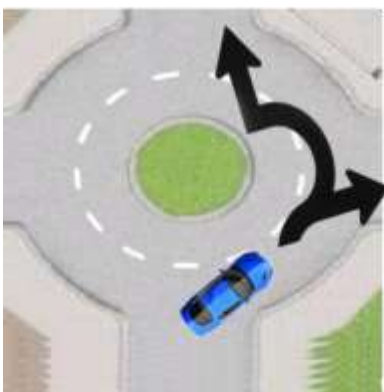


1. The driver must yield to vehicles on the right. For example in the drawing the yellow car will pass first, then the green one, and finally the blue one.
2. The driver must give way to vehicles traveling on a paved road if traveling on an unpaved road. For example in the drawing, the red vehicle goes first, and then the green one.
3. The driver must give way to vehicles that are in the roundabouts if the driver intends to enter. For example in the drawing, the blue car will pass first and then the red one can enter.
4. The driver must give way to vehicles running on rails.
5. The driver must give way to vehicles on a motorway or highway that they intend to access.

ROUNDABOUTS

RULE # 1

The car (Blue) inside the roundabout has priority over the car (Silver) outside.



RULE # 2

Use the exterior lane for going right or front.

RULE # 3

Use the interior lane for going left or U-turn.



RULE # 4

The car (Blue) in the exterior lane of the roundabout has priority over the car (Silver) in the interior lane.

Users of the road: pedestrians, cyclists, animals and buses

Pedestrians

Drivers must give way to pedestrians ...

- At properly marked pedestrian crossings.
- After a turn to enter another road if there are pedestrians crossing.
- In pedestrian areas.
- When the vehicle enters a shoulder where pedestrians do not have a pedestrian zone.
- To get on or off of a vehicle intended for the exclusive transport of travelers, in one designated as such, when they are between that vehicle and the nearest pedestrian area or refuge.
- That they form a column, school line or entourage.

Cyclists

Bicycle drivers will have the right of way ...

- When riding on a properly marked bicycle path or shoulder.
- After a turn to enter another road if there are cyclists crossing.
- When, circulating in a group, the first has started the crossing.



Animals

Drivers must give way to animals ...

- in cattle tracks properly signposted.
- after a turn to enter another road if there are animals crossing.
- when crossing a shoulder where animals are being shepherded that do not have an animal track.

Buses

You should always yield to vehicles of personnel transport, such as busses, and allow them to merge into traffic either by moving laterally whenever possible, reducing your speed and even stopping if necessary.

The moped: technique

Start-up of the moped

Before riding you should check:

- The pressure and condition of the tires.
- The condition of the brakes and the security of the cables.
- The proper functioning and condition of all lights and acoustic signaling.
- Start-up (pedal and / or electric start).

To start the moped, the electric start switch (Start) will be activated, or the kick-starter will be actuated with the foot. In both cases the engine turns over until it starts. Once the engine is started, the driver pushes the gearshift lever down to enter first gear. Then, for the moped to start moving, throttle must be advanced to accelerate and the clutch must be released progressively. The driver will select the gear according to the driving speeds. If you want to increase or decrease the gear, push the gear lever with your left foot up or down, respectively. When the engine is cold, at the start of the engine, you must accelerate smoothly and ride slowly.

Driver

The position of the driver may vary depending on the type of moped being driven. Generally, the driver of a moped should sit astride and his posture will be loose, with the shoulders in normal and relaxed position, without tilting the body forward more than strictly necessary to reach the handlebars. You should grip the handlebar gently with your arms slightly bent. The elbows should not be turned out or touching the body, but slightly inwards. The knees will touch the fuel tank when driving, especially while cornering and braking to prevent the body from moving forward. As soon as you start the ride the driver must support both feet on the corresponding footrests or floorboards. The right foot has to cover the brake pedal without tilting it too far downwards as it could touch the ground when taking a left turn. The driver must look forward and, at greater speed, you have to look further ahead.

Passenger on mopeds

On mopeds, in addition to the driver and, where appropriate, the occupant of the sidecar of the mopeds, passengers may travel, provided that the driver's license permits, and as long as the passenger is over 12 years old under the following conditions:

- Astride and with your feet resting on the side footrests.
- Use the seat correspondingly behind the driver.

In no case may the passenger be placed in an intermediate place between the person driving and the handlebars of the moped or motorcycle. Exceptionally, passengers greater than 7 years old may be carried on motorcycles or mopeds, when driven by their father, mother or legal guardian or by persons of legal age authorized by them, provided they use approved helmet and go in the conditions indicated previously for any other passenger.

Driver's seat

According to what is authorized, the moped will have one or two seats. Some have a fairing tail fin to improve aerodynamics. In mopeds the height of the saddle is not adjustable, therefore, the driver must ensure that the height of the moped is appropriate to their height at the time of purchase.

The tires

The tread of the tires must ensure traction to the pavement. No deformations or cuts should be noted. To avoid lateral slippage, as can occur on icy surfaces, the tire's rolling surface may have circular rounded tread knobs with none protruding more than 2 millimeters. Tires should not be replaced by tires other than those specified by the manufacturer. When changing to new ones, the inner tube must also be changed. If they are of different type than those originally installed, take into account the type and their driving characteristics.

Brakes

The motorcycles will have two serviceable brakes, each one acting on a different wheel. There will be a specific brake for the front wheel and a specific brake for the rear wheel. If the moped is equipped with a sidecar, it is not required that it have a specific brake.

Rear view mirrors

Mopeds with or without sidecar will be required to carry a mirror on the left side, it is advisable to carry another one on the right side. If the motorcycle is capable of speeds of 100 km / h or greater, a rear view mirror is required on the left and right handlebar.

Elements of immobilization of the moped

In order to leave the moped immobile, center or side-stands must be used that must prop up the moped on a surface or the ground that is compact and horizontal. There are two kinds of stands:



- The side stand. The moped will tilt until it is secured and stabilized on the side stand.
- The center stand. The moped should be pulled back and lifted while by putting your weight on the stand with the foot until it is secure and stable on the stand.

The exhaust pipe

The exhaust pipes have the purpose of reducing environmental contaminants and noise pollution. They must be certified and should never be modified. They must be replaced if too oxidized,, malfunction, physical damage or when the noise increases. It is absolutely forbidden to ride without an exhaust pipe or "free exhaust".

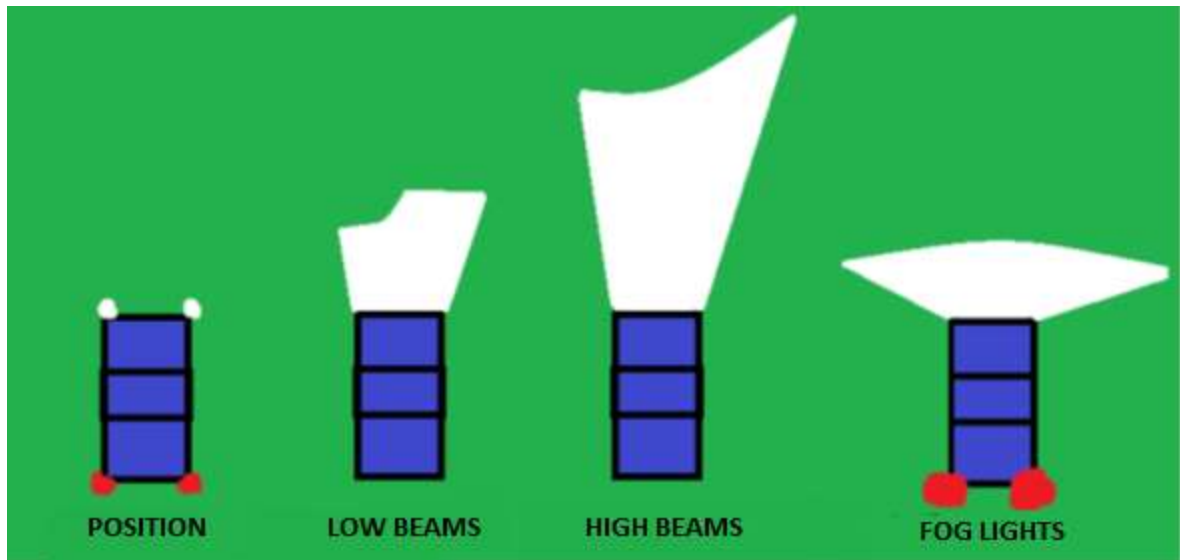
Active and passive safety elements

In the vehicle you can distinguish between active safety and passive safety. Active or primary safety is that the moped must have to avoid that an accident occurs. Elements of active safety are made up of the brakes, tires, suspension, steering system, lights ... Passive safety consists of providing the moped and its occupants with a series of elements so that in case of accident, damages are reduced. Elements of passive safety are fairings, side protection, helmet, protective clothing, self-protection structure, belts...

Lighting and signage

Vehicle lights

The functions of the lighting system are to see and be seen. Before starting this topic we have to be clear the different types of lights that exist. Basically they are four: position or parking lights, low beam lights, high beam lights and fog lights.



The lighting system should be turned on when:

- Between sundown and sunrise or in conditions that significantly reduce visibility.
- In tunnels, underpasses and sections of roads affected by the "Tunnel" signal.
- On special lanes (additional lane, lanes set up to allow for traffic in the opposite direction than normal, reversible lanes).

In case of doubt about whether to turn on the lights it is best to turn them on. It is recommended to anticipate using the lighting at sunset and delay turning them off until after dawn.

Reflective lights and reflectors present on the vehicle in an even number that have the same function must have the same light intensity, be the same color and be symmetrically mounted. The lights can be grouped in the same device if each of them can fulfill their function. In no way can a vehicle's lights be intermittent or vary in intensity except for the turn signals or emergency hazard lights. It is forbidden to install more lights, the use of luminous paints or reflective devices that are not authorized.

Position lights

The position lamps are used to indicate the presence and dimensions of a vehicle to other users. The front position lights will be white, the rear lights red, and the sides yellow-auto. Mopeds will carry one or two lights, both front and rear. While circulating, the position lamp must be lit along with the low - beam headlamps, high-beam lights or fog lamps, as applicable. While immobilized, they must only be left on, between sunset and sunrise, or in meteorological or environmental conditions that diminish visibility on

interurban out of town roads and in town on insufficiently illuminated roads. Parking lighting may replace the position lights when the vehicle is parked.



A lane is considered to be insufficiently illuminated when a license plate cannot be read at 10 meters or where the color of a vehicle within 50 meters cannot be distinguished.

Low Beams

Short range or low beams are the lights used to illuminate a short distance ahead on the road without dazzling other drivers. They can be used both inside town and out of town. They are ideal when traveling at a reduced speed. Mopeds must be equipped with one or two in the front. Turn on the Short-range or low beam lights when:

- From sunset to sunrise on roads within a village or out of town on roads with sufficient lighting.
- Between sunset and sunrise on insufficiently lit roadways within a village.
- In environmental or meteorological conditions that significantly reduce visibility.
- In the tunnels, underpasses and sections of roads affected by the "Tunnel" signal.
- On special lanes (additional lane, lane that can be used for opposite traffic flow, lane intended for normal traffic contiguous to that allowed for reverse traffic flow, reversible lanes).
- **All motorcycles and mopeds must have low beams turned on even when they are operating during daytime.**
- When long range high beam lights are not available or damaged.
- When out of town, driving more than 40 km / h and your high beam lights are not functioning.
- When you have to travel with long range high beam lights and there is a risk of blinding other users.

High beams

Long-range or high beam lights are used to illuminate a longer portion of the road and

are ideal when driving at a high speed. High beam lights are optional on mopeds. They should be turned on when:

- Between sunset and sunrise on dim, insufficiently illuminated out-of-town roads.
- In environmental or meteorological conditions that significantly reduce visibility. In situations of fog they can be used although it is not recommended as the water droplets would reflect the light back to the driver causing excessive glare.
- Obligatory when 40 km / h speed is exceeded in an interurban out of town road and there is no possibility of blinding other users. If you are driving at speeds below 40 km / h, they can also be used as an option provided there is no risk of blinding other users. If such a risk exists, the long-range high beam lights must not be used, and the low beam headlights will be used instead.
- Exceptionally on both urban and interurban roads, intermittent light signals alternating between low and high beam for very short periods of time to avoid a possible accident, warn others of your intention to overtake/pass them or warn of your presence when you do not have the right of way, but are operating as an Emergency vehicle.

Driver

The reaction time

It is the time that elapses from when the driver perceives a stimulus (traffic signs, pedestrians, obstacles ...) until he responds to it. The reaction time is variable and is between 0.5 seconds and 1.0 seconds (normally about 0.75 seconds).

The reaction time can be increased by:

- Fatigue
- Drowsiness
- Illness
- Some medications
- Alcohol and drugs
- Heavy and abundant meals
- Depression
- Excessive heat
- Advanced age
- Loss of vision and poor hearing
- Altered mood
- Attention of the driver (if he is distracted, it takes longer to react)

Illnesses

Driving a vehicle requires basic psychophysical skills to ensure safety in driving. There are different types of illnesses that can jeopardize this safety in driving. A mild illness does not impair driving, but it can deplete the ability to drive so special measures have to be taken to avoid the risk of a traffic accident. This is more important if the disease is chronic. Neurological disorders and mental illness are diseases that are associated with an increased risk of traffic accidents. In any case, the doctor should be consulted about the possible risks of the disease for driving.

Drowsiness

It is the cause of between 15% and 30% of traffic accidents. Drowsiness appears both in the day and night. Monotonous roads and roads with little traffic can cause drowsiness.

Fatigue

It causes a decrease in the driver's performance either for physical reasons (fatigue) or for psychic reasons (decreased perception of stimuli or concentration). Fatigue is related to between 20% and 30% of traffic accidents. Rest more frequently if conditions for fatigue exist.

Remedies for fatigue and drowsiness

Rest every 2 hours or 200 km. Rest for an interval between 20 and 30 minutes.

When drowsiness appears, park in a suitable place and rest.

Alcohol

Alcohol is a psycho-depressant drug that affects driver's abilities. It affects the entire organism, especially the brain and eyesight. Even with small doses, alcohol is harmful. It is a factor of between 30% and 50% of all fatal accidents. 40% of deceased drivers had a blood alcohol content higher than 0.3 g / l of blood.

Rider gear and clothing

The equipment and clothing of both the driver and the passenger are intended to protect the head, hands, feet and body. It protects from...

- weather conditions such as cold, wind, rain, snow, insects, dust, etc.

- and the consequences of falls.

Although it is only mandatory to use the helmet, the other elements are highly recommended.

The protective helmet

Moped drivers must properly wear approved or certified helmets. On mopeds equipped with self-protecting (cage) structures and fitted with seat belts, and the corresponding ITV card duly notes, occupants of these vehicles will be exempt from the obligation to wear a helmet, but they must wear seat belts, both on roads within and outside of town. However, persons provided with a certificate of exemption for serious medical reasons or, in view of their physically handicapped status, will be exempted from the use of the belt. Helmet use reduces the severity of head injuries. There are three types of helmets:



Abierto



Integral



Modular

- Conventional or open: Protects the head excluding the face and chin (chin).
- Integral: protects the entire head.
- Modular (dual): It is a hybrid of the two types of previous helmets. It has foldable chin protection, which facilitates the application of artificial respiration if necessary.

The safest helmets are integral so we should preferably use this type of helmet. The helmet has to allow for good visibility, must have proper fit and have an approved fastening chin strap, which is easy to use and not too loose. It is best that the visor does not create turbulence or vibrations produced by the air, especially when traveling at high speeds. In addition it should be clear (not tinted), not scratch easily and, if possible, has anti-fog characteristics. It must have a ventilation system to maintain adequate aeration, prevent fogging of the visor and allow moisture to dissipate. If a helmet without a visor is used, it is advisable to wear safety goggles to protect eyes from wind, insects, dust, etc.

It is recommended that the goggles allow the maximum viewing angle and that they are made of glass, not plastic, to avoid glare and, if possible, be anti-fog. The helmet should be worn securely and properly adjusted, but without being too tight for any particular area of the head. The most typical European chin strap closure is with the "push-button". A helmet consists of three layers:



- The protective cover (Cubierta de protección). It is the outer shell of the helmet. It is composed of various materials such as fiberglass, carbon, polystyrene, aramides (Kevlar), thermoplastic resins and others.
- Protective padding. (Relleno protector) It is placed under the protective cover and its material has the characteristic of deforming when receiving an impact thus absorbing a great part of the energy.

- The inner padding. Acolchado interno) It is under the protective padding and has direct contact with the head. Normally it is a synthetic foam that has the purpose of cushioning a possible blow.

Helmets that have suffered a severe blows or have fallen from a height of more than 1.5 meters, although no external damage is evident, its structure will have been damaged so it must be replaced. In addition, it's not permissible to paint nor apply adhesives to helmets made of thermoplastic resin. Also it should be noted that they do expire, so it should not be used at a date later than indicated by the manufacturer.

Gloves

Their function is to protect the hands from cold, air, scratches, debris, etc. It is advisable to wear gloves both in winter and in summer. In summer it is advisable that they are ventilated and are breathable and in winter, so you can correctly operate the motorcycle, they do not have to be thick. They should allow a firm grip and be flexible to allow adequate mobility of the hand and fingers. The materials have to withstand abrasion and shock.

Boots

Their function is to protect the feet. They should be high enough to protect the ankles and, if possible, the legs. The most suitable material is leather. It is advisable that they have a low heel, so that the boot rests comfortably on the foot peg. You should not wear sandals or other inappropriate footwear.

Suit

The suit protects the body in case of fall. The material can be made of leather or other synthetic materials very resistant to abrasion and shock. Suits must have the following characteristics:

- Abrasion/Scratch resistance. Carbon fiber, leather, synthetic fibers.
- Resistance to blows. The EU regulates the requirements that they must meet. If they meet these requirements, they bear the CE mark.
- Protection against cold. You will wear thermal inner linings when it is cold.
- Protection against water. They have to repel water and maintain proper transpiration.
- Aerodynamics. Clothing must be not loose fitting, but relatively tight to the body.
- Increased visibility. Should be produced from reflective fabrics so that other users perceive them better.



Accessories

To improve safety and comfort you can wear accessories such as neck gaiters, hats, gloves and scarves to wear under the helmet, and back supports to be placed under the suit.

Driving in adverse conditions

The road

When driving on the road you should pay special attention to its condition and take special precautions if necessary. It must be taken into account that the road can have different elements that can decrease the stability and the adhesion of the moped:

- loose sand or gravel
- Train or Tram tracks
- Dirt
- Moisture
- Road marking paint
- Poor pavement condition
- Oil stains

In these cases, the safety distance must be increased and the speed must be reduced in advance.

The rain

In the rain, visibility and adhesion decreases, and therefore special precautions must be taken. The rain is especially dangerous when the first drops fall since the water mixes with the dust and forms a very slippery mixture. If possible, wait a few minutes until the water has cleared the roadway. In case of rain:

- Following distance must be increased. It takes longer to stop the moped, braking takes longer, brake efficiency decreases and should be used more smoothly so as not to lock the wheels or skid.
- Distribute the braking between the front and rear wheel. The rear brake should be applied greater than the front brake because if the rear wheel becomes locked it is easier to control the moped than if the front wheel is locked. If the wheels are locked, release the brakes and reapply the brakes again.
- When the brakes are wet they can be ineffective. For this reason when we pass over puddles or suspect that the brakes are wet, we should be able to dry the film of water on them.
- Drive smoothly, at a moderate speed and without sudden movements.
- Before taking a curve reduce speed more than normal and when going through the curves do not lean the moped excessively.
- Bring the helmet visor half-open so it does not fog up.

- Try not to circulate on the paint of road markings or other slick elements.
- Your clothes should be waterproof and when on a long trip, you should have rain gear with you.

In the event of a severe storm, stop and wait for the weather to improve.

Snow and ice

In case of snow or ice, it is advisable not to ride with the moped. Snow reduces visibility and traction of the moped more than rain. When the first snowflakes fall the pavement becomes very slippery in the same way as the first drops of water. With snow you must:

- Drive smoothly, without braking, sudden movements or sudden gear changes.
- Circulate with the highest gear ratio possible.
- Lower descending slopes in the shortest gear ratio possible to use engine braking. In these situations, use of the brakes should be reduced to only that necessary.
- Complement the short-range low beam light with the fog lamps if needed. It is not recommended to use the main high beam as the light could be reflected in the snow blinding yourself.

When the snow freezes its effects are similar to those of ice (sometimes they are insurmountable). The precautions that must be taken against ice are the same as in the case of snow but to a greater extent. Traction can be improved by the use of chains, special tires or ice sprays (the duration of sprays is very limited). Areas prone to icing are:

- the wet and shadowy sections of the road
- the speed bumps
- places near water currents
- bridges and elevated roadways

Cold

With the cold the use of gloves, boots and appropriate underwear is fundamental and essential. When more clothing is used use of your hands and feet. In addition, the cold causes the body to react less quickly and there is a lack of feel in the feet and hands causing operation of the controls to be slower or more abrupt. If necessary, stop driving, do some physical exercise and drink something hot.

Fog, smoke and dust

The fog reduces visibility considerably and reduces traction due to humidity. In case of fog you must:

- Complement the short-range low beam light with the fog lamps if needed. It is not recommended to use the main high beam as the light could be reflected in the snow causing excessive glare.
- Reduce speed.

- Increase following distance.
- Pay attention to longitudinal road markings to help define the path of the moped.

In case of smoke or dust clouds precautions should also be taken for lack of visibility. In any case, if the vehicle has to be stopped, it should be done off of the road and the accessible part of the shoulder, as much as possible.

Wind

When the wind blows from the front or from the rear, there is no significant danger to mopeds, it simply means an increase or a reduction of drag resistance, in the corresponding direction. On the other hand, when the wind blows sideways, it is a risk because it can move the moped away from the path of travel. In these cases you should:

- Reduce speed
- Circulate in lower gears to increase RPMs and increase traction.
- Correct the deflection with the lean of the moped to maintain the vehicle's path, holding the handlebar firmly but not rigidly.
- Take precautions in overtaking, especially if the vehicles we pass are wide vehicles as they can cause an instantaneous barrier against the wind.

The problem is greater when the wind is gusty or comes in bursts. We also must bear in mind that in times of drought the wind can produce dust clouds that severely hinder visibility.

Sun glare

The sun causes glare when it is low in the sky during sunrises and sunsets. It can blind either directly or indirectly through the mirrors or reflections of snow, ice, moisture or shiny surfaces. When the visor of the helmet is scratched, it multiplies the sun's reflections, for this reason it is advisable to ensure good helmet maintenance. If the glare is intense, your speed should be reduced and, if you lose visibility, the vehicle should be stopped.

Curves

Curves must be taken correctly from the entry point so as not to run the risk of skidding or leaving your path, exiting the roadway or invading the opposite lane. The control of speed before reaching the entry point of the curve will be fundamental to carry out the turn correctly. In case of falls in curves, some protective barriers can be very dangerous for the drivers of mopeds since the impact against them usually produces serious injuries like amputations, cuts or other trauma.

Animals

Animals pose a special risk to mopeds.

- In some areas, especially in rural areas and on roads that cross national parks, the presence of animals on the road is frequent.
- There are also stretches of the road where domesticated animals are present.

Obstacles in the roadway

The obstacles of the road are bumps, potholes, oil, gravel, sand, water, stones, etc. When any

of these obstacles are present, you must be able to see them so that you can avoid or compensate for them.

see them so that you can



- If it is unavoidable to dodge the obstacle, reduce speed as much as possible and ensure that the wheel and obstacle (bump, pothole, etc) are at right angles (90 degrees).

- If the obstacle is large and you cannot stop the moped in time, it is best to brake and then avoid the obstacle after releasing the brakes.

Other dangerous elements such as:

- Wet road markings are very slippery
- Sewer grates and manhole covers.
- Parts from other vehicles.
- Other metallic elements on the road.
Cobblestone roadways, especially if wet.
- Train tracks, especially if there is moisture.

Accidents

Risk groups in traffic

They are the groups of road users that by their characteristics are more likely to suffer an accident. In pedestrians the main risk groups are children, the elderly and people working on the road. In drivers, the main risk groups are the young, the elderly and the occupants of two-wheeled vehicles.

Groups of pedestrians at risk in traffic

Pedestrians are especially vulnerable because in the event of an accident they can be seriously injured. They have a high accident rate as their blind spot can be very large and their movements are unpredictable so that they are difficult to anticipate. In addition, pedestrians often commit many infractions such as:

- Crossing the road in unmarked places.
- Do not position themselves correctly on the roadways or shoulders.

- Do not use pedestrian crossings or do not respect traffic lights.
- Wait on the road.
- Cross without looking.
- Get out of a vehicle without checking for another.

On the other hand, drivers also act improperly endangering pedestrians. For example:

- Failure to stop at yellow or red traffic lights.
- Do not respect the priority right of way of pedestrians.
- Park on the sidewalk or at pedestrian crossings.

Children

- Limitation of their field of view. Their field of vision is 40% lower when walking between parked cars because of their short stature.
- Have hearing difficulties. Children under the age of seven are not able to locate the direction of an approaching vehicle, just by the sound it makes.
- Do not pay enough attention to be safe on public roads.
- They are often seeing with being seen.
- They do not know the rules of traffic.
- They are vulnerable in accidents because in the event of an impact it is usually to the head or other vital parts due to their short stature.

Elderly people

- Difficulty evaluating the speed of vehicles.
- Difficulty distinguishing the colors of traffic lights well.
- Perceptual problems on poorly lit roads.
- Excessive noise in the environment that makes hearing difficult
- Reaction time higher than normal.

People working on the road

The people who work on the road are concentrating on their work and lose focus that they are in a dangerous zone. They can surprise you by their movements. Examples of people working on the road are:

- Cleaning or maintenance of the road.
- Loading and unloading tasks.
- Changing a tire due to a puncture.

Recommendations to avoid rundowns

- Moderate speed, especially in cities. 50% of pedestrians hit at a speed of 50 km / h are fatal.
- Use extreme caution when approaching pedestrianized places such as pedestrian crossings, bus stops, especially if it is a school and in adverse weather conditions such as rain.
- Take extreme caution in case there are vehicles stopped with people inside as they could open the door suddenly without looking.
- Pay attention to pedestrians who talk on the cell phone because they are often not attentive to traffic.
- Extreme caution to the exits of garages, especially if they are on a ramp.
- Do not modify the exterior of your vehicle, especially the front, since its design is also intended to reduce injury to pedestrians if hit.
- Do not signal pedestrians to cross the road as other drivers may not be aware of your presence.
- Do not park on the sidewalk so as not to force pedestrians to walk on the roadway.
- Use extreme caution when reversing.

Groups of risk drivers in traffic

Young drivers

They are the group of drivers with the highest risk of accident.

The main causes of accidents in young people are:

- Expositionist group behavior (Show off), which leads them to carry out risk behavior when accompanied.
- The competition of accepting excessive risk. Yes or No?
- Over confidence of driving skill.
- The excessive influence of media.
- The lack of experience.

Motorcycle or moped drivers

In recent years the presence of mopeds and motorcycles has increased considerably, especially in cities. Keep in mind that at certain speeds it may be difficult to perceive these vehicles by other users. One of the main problems of mortality in this type of accident, taking into account the parts of the body that suffer the most serious injuries are the head and face, is due to the lack of use of helmets by the riders of two wheeled vehicles. The most common type of accident in this type of vehicle is the frontal collision while passing, especially within town. The most frequent causes in accidents in these types of vehicles are committed by the very drivers, riding in the adjacent lane and being distracted, as well as by the other drivers of the road, not

respecting the priority of passage right of way, occupying the opposite direction or driving also in a distracted way. To avoid a possible accident with motorcycles or mopeds it is advisable to:

- Not ride in parallel with a two-wheeled vehicle.
- Maintain an adequate safety following distance so that in case of an accident, the vehicle can be stopped without collision.
- Respect the right of way.
- Use Extreme caution.

Bicycle drivers

Cyclist accidents are more frequent on weekends and increase with the arrival of good weather. The most significant injuries suffered are those to the head. Most accidents occur on conventional roads, especially on straight aways and intersections. The most frequent causes of these accidents by bicycle drivers are:

- Distractions
- Driving in the opposite or prohibited direction
- Failure to comply with the generic priority right of way standard or Stop signal
- Incorrect turns
- Merge into traffic without precaution
- Poor road condition

To avoid hitting cyclists, it is advisable to:

- Allow sufficient lateralside to side clearance for passing/overtaking, especially if the passing vehicle is large.
- Do not start or continue overtaking if cyclists are traveling in the opposite direction.
- Use extreme caution in adverse weather or with poor visibility, because it increases the probability of falls or sudden movements of the cyclist.
- Avoid acoustic signals near cyclists. They should be done at a sufficient distance to avoid frightening them.
- Be careful when there are parked vehicles or obstacles as cyclists can make sudden movements.

Senior drivers

Due to the number of older drivers and the number of kilometers they travel, they represent a group with a high accident risk. The advantage older people have is accumulated experience, but the disadvantage is the deterioration of their psychomotor abilities, which reduces concentration and increases reaction time. For this reason in situations where a rapid response is demanded as in intersections or merging into traffic and exiting from roadways they can have difficulties. Other problems experienced by older people that can make driving difficult are vision deficiencies, hearing impairment, and medicinal drug use. On the other hand, driving can be

very stressful, a reason why the elderly may become irritable and nervous, causing them to carry out sudden or unexplained maneuvers. For the elderly, it is fundamental that other road users exhibit respect and understanding.

The Protect-Notify-Assist Rule

In case of an accident, this rule must be obeyed, which is the order of behavior to be followed. Any person involved in a traffic accident, witnesses an accident or has knowledge of it has to:

- Assist or request assistance.
- Collaborate with others to avoid greater hazards.
- Contribute to clarification of the facts.
- Communicate your identity to other people involved.
- In addition, the drivers involved must provide their vehicle data to other persons involved.

These obligations will not be in effect for those "not involved", but only when it is clear that their collaboration is not necessary. Withholding assistance at an accident site is a punishable offense by the penal code that can result in a jail sentence.

To protect

First, you must protect yourself by not exposing yourself to unnecessary danger or risk an accident. Then protect the place of the accident by signaling it as such and remove the debris that is scattered along the roadway to avoid further accidents. To do this, you must park your vehicle in a place where there is no danger to traffic, if possible out of the way and leaving a path for emergency services free; Stop the engine, turn off the ignition system of the vehicle, apply the parking brake and turn on the emergency lights. Before leaving the vehicle you must don the high visibility, certified reflective vest. In order to protect the area, the obstacle must be marked, securing the the vehicles involved by means of the handbrake and the ignition system of damaged vehicles. Do not smoke or start a fire in the vicinity of the accident to prevent the occurrence of fires and help to restore and maintain the safety of traffic. If a fire occurs, it must be extinguished with a fire extinguisher, earth, sand or blankets, but never with water. In case of burned people they should be rolled or covered with a blanket to suffocate the flames but water will never be used. Water can not be used in gasoline fires as the water would help spread the flames. In accidents where a person has apparently been killed or seriously injured, disturbing the scene, that is, the state location of things and footprints or other evidence that may be useful in determining responsibilities shall be avoided, except where not doing so would be more dangerous to the injured or the safety of traffic.

Warn

Notify the local authorities of the incident. It is only obligatory if there is apparently someone seriously injured or dead or when one of the people involved in the accident requested it. To ask for help you can call the emergency service number 112, which will be responsible for mobilizing all necessary staff. It is free, can be accessed without coverage and is available throughout the European Union. The number can be called from a cell phone mobile or from an SOS post signaled by the S-27 signals. Useful information to provide to the 112 service is:

- Data regarding the place of the accident, as in the name of the road and the kilometer point.

- Data on what happened, such as the number of vehicles involved, trapped accident victims or the description of the incident.
- Data regarding the number of injuries and their status.

Help

Assist the wounded in case there is no ambulance or medical equipment. If we have to help the wounded in a traffic accident:

- They should not be moved unless it is essential to revive them or for their safety.
- The injured person must remain immobile, especially the axis of the neck and, above all, prevent them from walking.
- It is advisable to cover the injured with a blanket to maintain body heat even in summer.
- Loosen, without undoing them, any garments that are tight on the thorax, abdomen and limbs. If it is necessary, cut the clothing to prevent from having to move the injured person.
- Do not remove the helmet from the injured, unless not doing so would present a danger to their life.
- Do not give the injured medication, food or drink or alcohol.
- Do not touch the wounds to avoid infections, except to stop a hemorrhage.
- Do not apply ointments or alcohol.