

## SECTION 2 SPECIAL STANDARDS OF STOPPING AND PARKING

### Article 94 Prohibited places

1. It is prohibited to stop:

A) On curves and slopes with reduced visibility, in the vicinity of these and inside tunnels, underpasses and sections of roads affected by the sign «Tunnel».

B) On level crossings, cycle crossings and pedestrian crossings.





C) On lanes or parts of lanes reserved exclusively for movement or for certain users only.

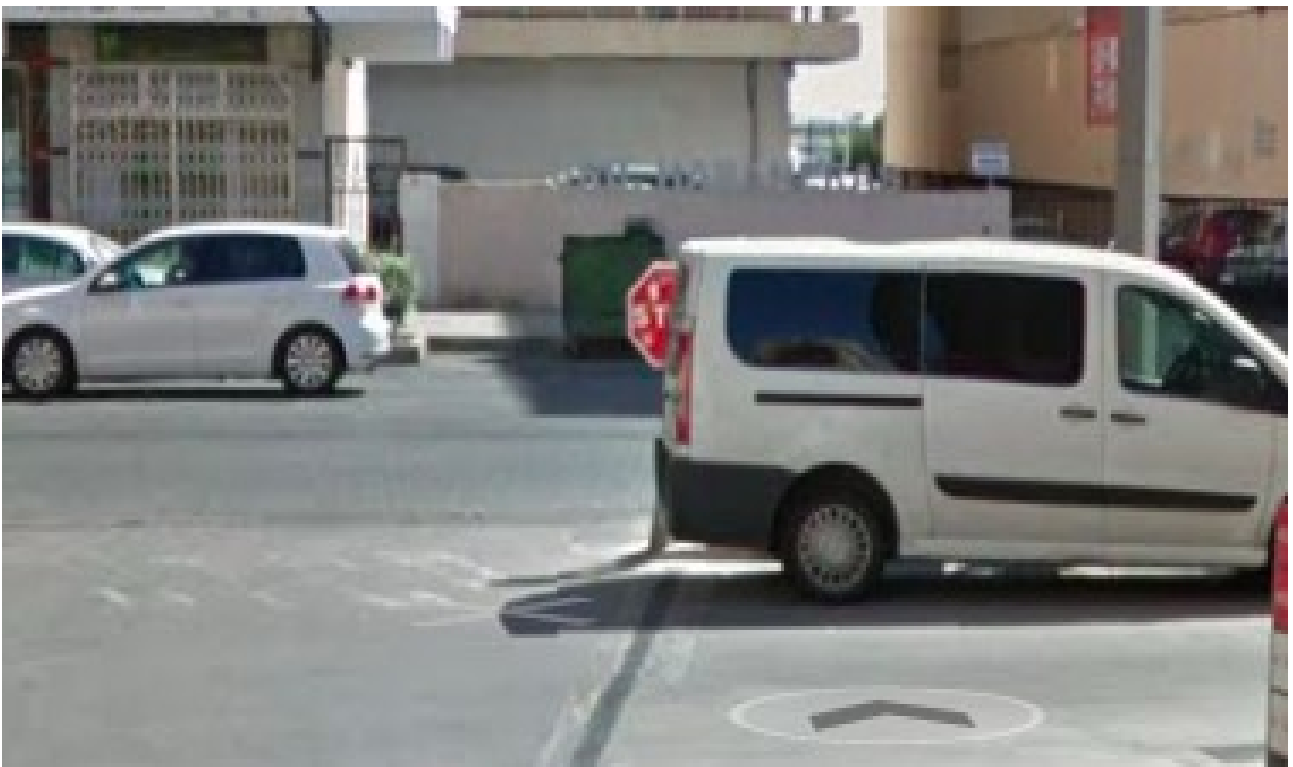


**D)** At intersections and in their vicinity if it makes turning difficult for other vehicles, or on interurban roads if danger is generated due to lack of visibility.



**E)** On tram tracks or close enough to them that movement can be obstructed.

**F)** In the places where the visibility of signs is impeded to other road users and it affects them or forces them to make manoeuvres.



*Vans, Caravans ... sometimes because of their large size, they hide important signs for other road users, and in these instances they should seek another parking space.*



G) On motorways, except in the areas authorised for this purpose.

*There are cases of drivers on motorways, who receive a phone call and, as they cannot talk on the phone while driving, park their vehicle on the hard shoulder to answer the call.*

*The hard shoulder is only to be used for emergency reasons and a phone call, no matter how important, is not a reason to stop on the motorway. You must leave at the first exit or look for a rest area where you can do it safely.*

*People do not realise that every year there are collisions that, due to the driver being distracted, vehicles drift onto the hard shoulder and hit other vehicles that were pulled up there. We must be aware that the use of the hard shoulder is only for vehicle emergencies and passengers who cannot wait to find a safe place.*

H) In lanes destined to the exclusive use of urban public transport, or in the lanes reserved for bicycles.

I) In the areas designated for parking and exclusive use of public transport stops.



J) In marked areas for the exclusive use of disabled people and steps for pedestrians (article 39.1 of the articulated text).

2. It is prohibited to park in the following cases:

A) In all those described in the previous section in which stopping is prohibited.



**B)** In the places authorised by the municipal authority as parking with time limitation without placing the ticket that authorises it, or when the ticket is placed the vehicle is parked in excess of the maximum time allowed by the municipal ordinance.





C) In areas marked for loading and unloading.



*Parking (to the left of this sign, indicated by an arrow on this occasion) is prohibited from 07:00 to 13:30 and from 15:30 to 18:30 on working days, and from 07:00 to 11:30 on Saturdays, except loading and unloading;*

*It is forbidden to park during the times indicated, as during this time the area is reserved only for vehicles that are going to load and unload merchandise. Outside these hours it may be used by everyone.*

D) In designated areas for the exclusive use of disabled persons.





TARJETA DE ESTACIONAMIENTO  
PARA PERSONAS CON DISCAPACIDAD



VÁLIDO HASTA:

NUM. TARJETA:



Parkingskort  
 Carta de stationnement  
 cartão de estacionamento  
 Parksekkort  
 Contrassegno di parcheggio  
 Parkausweis  
 Kórpna viðfaruvottur  
 Parkeringsbilstands  
 Parkeringskort  
 Pysäköintilupa  
 Izmenitelnaes karte  
 Parkimisekaart  
 Parkināsi īpašnieka rādītājs  
 Karta parkingowa  
 Parkina karte  
 Parkovacka karta  
 Karta naplavinata  
 Parkovací průkaz  
 Parkavimo kortelė  
 Karta għall-parkeġġ  
 Bilet de parcare

Modelo de las Comunidades Europeas



E) On pavements, promenades and other areas intended for pedestrians.



F) In front of correctly marked access points.



*When you pay for a Vado you are paying for having free access to your garage, driveway or building, not for a free parking space on a public road.*









***Keep Clear Sign; issued by the appropriate Town Hall, with an assigned number shown on the sign.***

***Some people buy Keep Clear or No Parking signs at a hardware store and put them in front of their garages. These signs are not valid if they are used as a Keep Clear sign or to prohibit parking on the public road since the Town Hall regulates this and has authority for parking regulations in the city.***

***Remember that when you pay for a Keep Clear sign, you are paying to have the right to access and egress your garage, not a parking space on public roads. Some people think that they can park their vehicle at the door of their garage, just where it is no parking to access the drive, because they have a Keep Clear sign. Then when they are fined they realise that the Keep Clear sign only gives them access to the garage.***

**G)** In double row (article 39.2 of the articulated text).



**3.** Stopping or parking in the places listed in paragraphs a), d), e), f), g) and i) of section 1, in the level crossings and in the lanes designated for the use of urban public transport will have the consideration of serious infractions, as foreseen in article 65.4.d) of the articulated text.

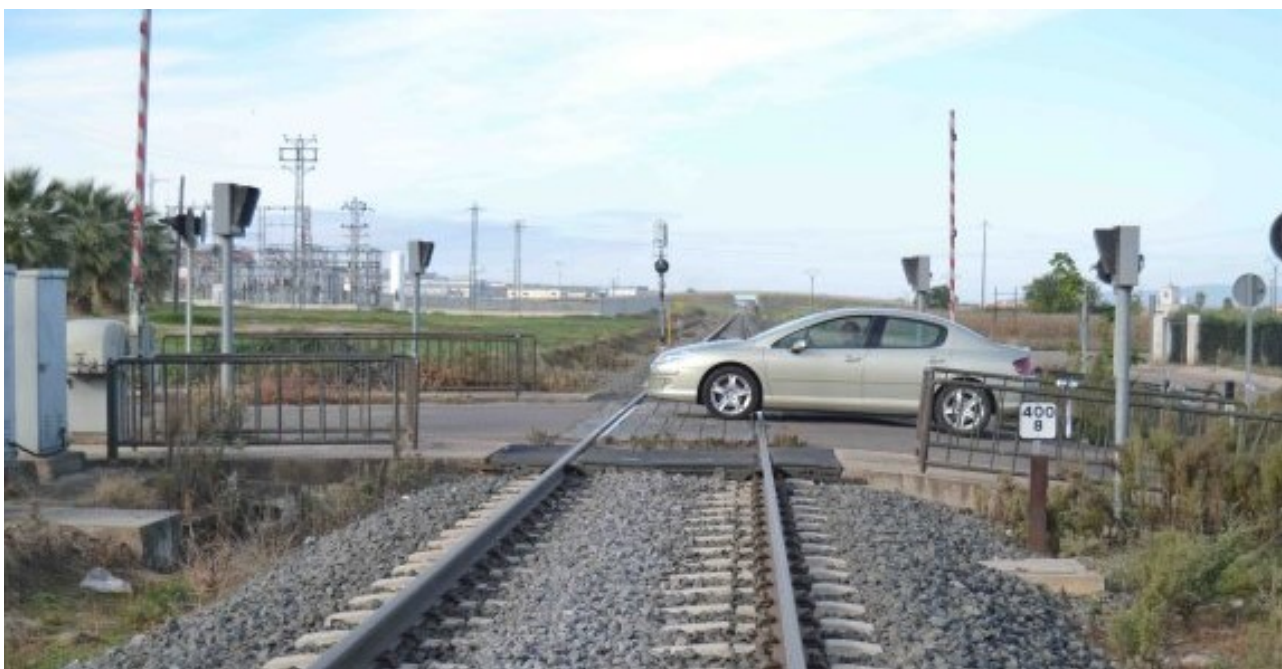
Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

## **CHAPTER IX LEVEL CROSSINGS, MOVEABLE BRIDGES AND TUNNELS**

### **SECTION 1 GENERAL RULES FOR LEVEL CROSSINGS, MOVABLE BRIDGES AND TUNNELS**

#### **Article 95 Obligations of road users**

**1.** All drivers must exercise caution and reduce speed below the maximum when approaching a level crossing or a moveable bridge (article 40.1 of the articulated text).







2. Users who find level crossings or moveable bridges closed or with the barrier or semi-barrier in motion when approaching should stop one after the other in the corresponding lane until they can pass (article 40.2 of the articulated text).
3. The crossing of railways must be carried out without delay and after having ascertained that, due to the circumstances of traffic or for other reasons that there is no risk of getting stuck within the passage (article 40.3 of the articulated text).
4. When using level crossings and moveable bridges, drivers must use the appropriate signage in the manner provided in articles 144, 146 and 149.
5. Tunnels of any length and underpasses whose length exceeds 200 metres will be duly indicated.
6. In tunnels or underpasses, the driver must rigorously apply all the traffic rules related to them contained in this regulation and especially those related to the prohibition to stop, park, change the direction of movement, reverse and overtake. In addition, drivers must use the correct illumination.

When the driver does not intend to overtake, a safe distance must be maintained at all times with the preceding vehicle of at least 100 metres or a minimum interval of four seconds. In the case of vehicles with a maximum authorised mass of more than 3,500 kilograms, the safe distance that must be kept with the preceding vehicle should be at least 150 metres or a minimum safety interval of six seconds.

In tunnels or underpasses with traffic in both directions, overtaking is prohibited, unless there is more than one lane in the direction of movement, which can be overtaken without invading the opposite direction.

7. At all times, drivers and users travelling through a tunnel or underpass must obey the indications of traffic lights and variable message panels, and follow the instructions that they receive through public address systems or any other means.

## **Article 96 Barriers, semi-barriers and traffic lights**

1. No road user should enter a level crossing whose barriers or semi-barriers are traversed on the road or in a raising or crossing motion, or when their traffic lights impede the passage with their stopping directions.
2. No road user should enter a level crossing without barriers, semi-barriers or traffic lights, without first having ascertained that no vehicle travelling on the rails is approaching.
3. No user should enter a tunnel or underpass if a traffic light does not allow the passage in the mouth of the tunnel, with the exception of the teams of emergency services, mechanical assistance and road maintenance.

## **SECTION 2 BLOCKING OF LEVEL CROSSINGS, MOVEABLE BRIDGES AND TUNNELS**

### **Article 97 Stopping a vehicle on a level crossing, moveable bridge or tunnel**

1. When, for reasons of out of control of the driver, there is a vehicle that has been stopped in a level crossing or its load has fallen within it, the driver will be obliged to adopt the appropriate measures for the rapid eviction of the occupants of the vehicle and leave the way free in the shortest possible time. If they do not manage to do this, all measures must be taken by the drivers of surrounding cars to warn of the danger in advance (article 41 of the articulated text).
2. The rules in the previous section will be applicable, if the same circumstances occur when the stopping of the vehicle or the shedding of its load takes place on a moveable bridge.
3. If, in an emergency, a driver is immobilised with their vehicle inside a tunnel or underpass, they must:
  - A) Turn off the engine, press the emergency button and keep the parking lights on.
  - B) If possible, direct the vehicle towards the area reserved for emergencies closest to the direction of its movement. If not, they should stop the vehicle as close as possible to the right edge of the road.
  - C) Place hazard warning devices correctly on the road.
  - D) Request help without delay through the nearest distress post (SOS post), if there is one, and follow the instructions sent through it.
  - E) Both the driver and the other occupants will leave the vehicle, quickly going to the nearest refuge or exit, without, in any case, crossing the road if there are areas excluded from the movement of vehicles.
  - F) If there is a fault that still allows the vehicle to move, the driver must continue to the exit of the tunnel or underpass and, if this is not possible, to an area reserved for emergencies.

In case of a fire, the driver will move their vehicle as far as possible to the right so as not to obstruct the passage to emergency vehicles. The engine must be turned off, the key left in and the doors open. Both the driver and the other occupants will leave the vehicle heading quickly to the nearest refuge or exit, in the opposite direction of the fire, without, in any case, crossing the road if there are areas excluded from the movement of vehicles.



If a vehicle is immobilised inside a tunnel or underpass due to traffic needs, the driver and passengers must not leave the vehicle. In this case, the emergency signal must be connected temporarily to warn other drivers who are driving behind, parking lights kept on and the engine turned off. The driver should stop as far as possible from the vehicle in front of them.

## CHAPTER X UTILIZATION OF LIGHTING

### SECTION 1 COMPULSORY USE OF LIGHTING

#### Article 98 General rules

1. All vehicles travelling between sunset and sunrise or at any time of day in tunnels, underpasses and track sections affected by the "Tunnel" signal (S-5) must have the corresponding lighting switched on, according to what is determined in this section.



*Pay special attention to the new models of vehicles that come with "daytime running lights". These are lights that remain illuminated on the vehicle front while the engine is running but do not have enough power to light the road and for driving, as they are merely designed to make the vehicle more visible to other road users, not to illuminate the road.*



When the vehicle is started up and the "daytime running light" device is turned on, the vehicle's control panel sometimes illuminates, which is why many drivers mistakenly think that the car's lights were automatically switched on. Then they put it into drive thinking that they have lights on and the reality is that, as DRL's often only illuminate at the front of the vehicle, they are driving without any rear lights and only with the daytime lights on the front.

Something that sometimes happens when tourists arrive in Spain at night is that they rent a car with these characteristics, but do not know how it works and when they hit the road they do not realise that they are driving without the correct lights, creating dangerous situations.

Please, if you are going to drive a car that is not yours, find out how it works. You must know how to correctly use the vehicle's dashboard before going on the road. Many drivers suddenly enter a tunnel and then start looking how to turn on the lights, endangering other road users.

Lights must be switched on before entering the tunnel and if you do not know how the control panel works, you will have problems doing this and will endanger other road users. Please take a few minutes to know the car that you have purchased or are using so as to enjoy your trip safely.

You will be fined for driving without any type of light if you only have "daytime running lights" or sidelights illuminated.

2. The regulation of lighting systems that are not prohibited, or in everything that is not expressly provided for in this chapter or in other precepts of this regulation, shall be adjusted to the provisions of the regulations governing vehicles.





3. Bicycles, in addition, should be equipped with the reflective elements that, duly approved, are determined in the General Vehicle Regulations. When the use of lighting is mandatory, bicycle riders must also wear a reflective garment that allows drivers and other users to distinguish them at a distance of 150 metres, if they travel by interurban route.

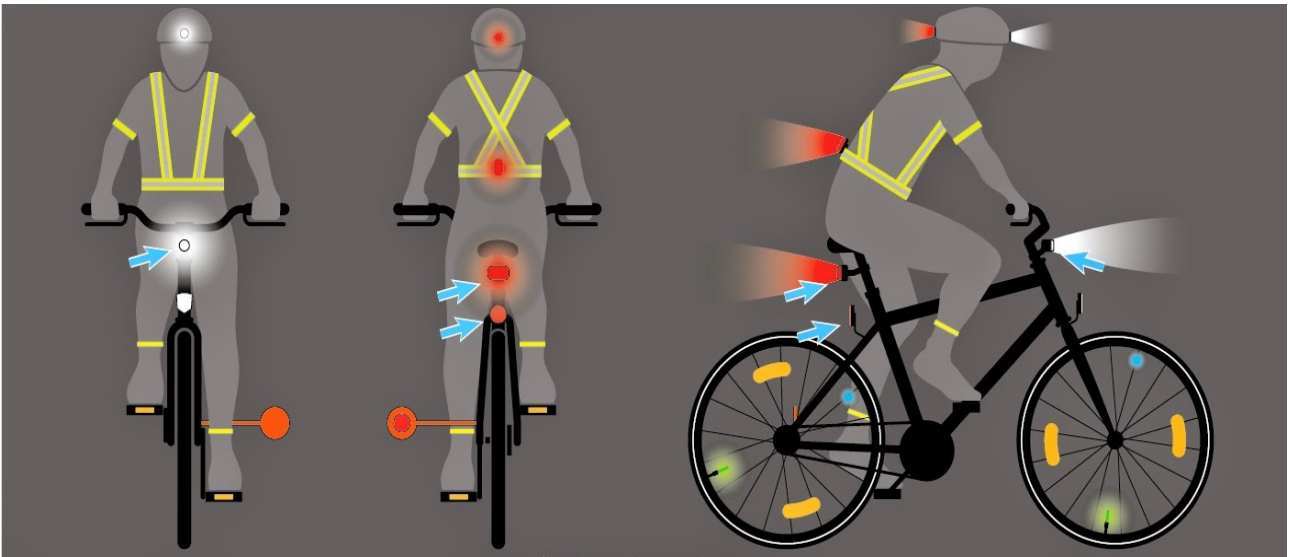
*To travel at night, along stretches of roads marked with the "tunnel" sign or when there are weather or environmental conditions that significantly reduce visibility, bicycles, must have:*

*Reflectors on the front and back, not triangular (white at the front, red at the back).*

*Reflectors on the pedals (orange).*



In addition, when the use of lighting is mandatory, bicycle riders will wear some garment or reflective element that allows other road users to distinguish them at 150 metres.







#### **Article 99 Position and height lighting**

1. Any vehicle travelling between sunset and sunrise or under the conditions referred to in article 106 and in passing through tunnels, underpasses or sections of roads affected by the signal "Tunnel" (S-5) must have headlights on and, if the width of the vehicle exceeds 2.10 metres, also height lighting.
2. Driving without lighting in situations of reduced visibility shall be considered a serious infringement, as explained in article 65.4.e) of the articulated text.

#### **Article 100 Long-range or road lighting**

1. Any vehicle equipped with long-range or road lighting that travels at more than 40 kilometres per hour, between sunset and sunrise, out of town, through under-lit roads or at any time of day through tunnels, underpasses and sections of track affected by the signal "Tunnel" (S-5) which are insufficiently illuminated, should have their headlights on, except when the headlights or full beam are used, in accordance with the provisions of articles 101 and 102, especially to avoid glare.





The long range or full beam lights can be used alone or for short distances.

2. It is forbidden to use the long-range or full beam lights whenever the vehicle is stationary or parked, as well as the alternative use, in the form of flashes of long-range or full beam headlights, for purposes different from those foreseen in this regulation.

*Some drivers often use their lights in the form of flashes to warn drivers of vehicles approaching of the presence of the police. This action, apart from being punishable, hinders the work of the police since if someone has nothing to hide, they have nothing to fear.*

*Through these actions, drivers without a licence, under the influence of alcohol / drugs or transporting some kind of illegal substance or goods, elude control and we cannot stop them.*

*Remember; “Nothing to hide, nothing to fear!”*

*\* The regulation states flashing the headlights can be made for the following reasons:*

- To avoid a possible collision on narrow roads with many curves.*
- To warn, out of town, the driver of another vehicle that you intend to overtake.*
- To warn other road users of their presence, when driving as a non-priority vehicle (private vehicle) in emergency service.*

3. The under-lit road is understood to be one in which, with a normal view, at some point of its roadway, the registration plate can't be read at 10 metres or a darkly coloured vehicle can't be distinguished from 50 metres.



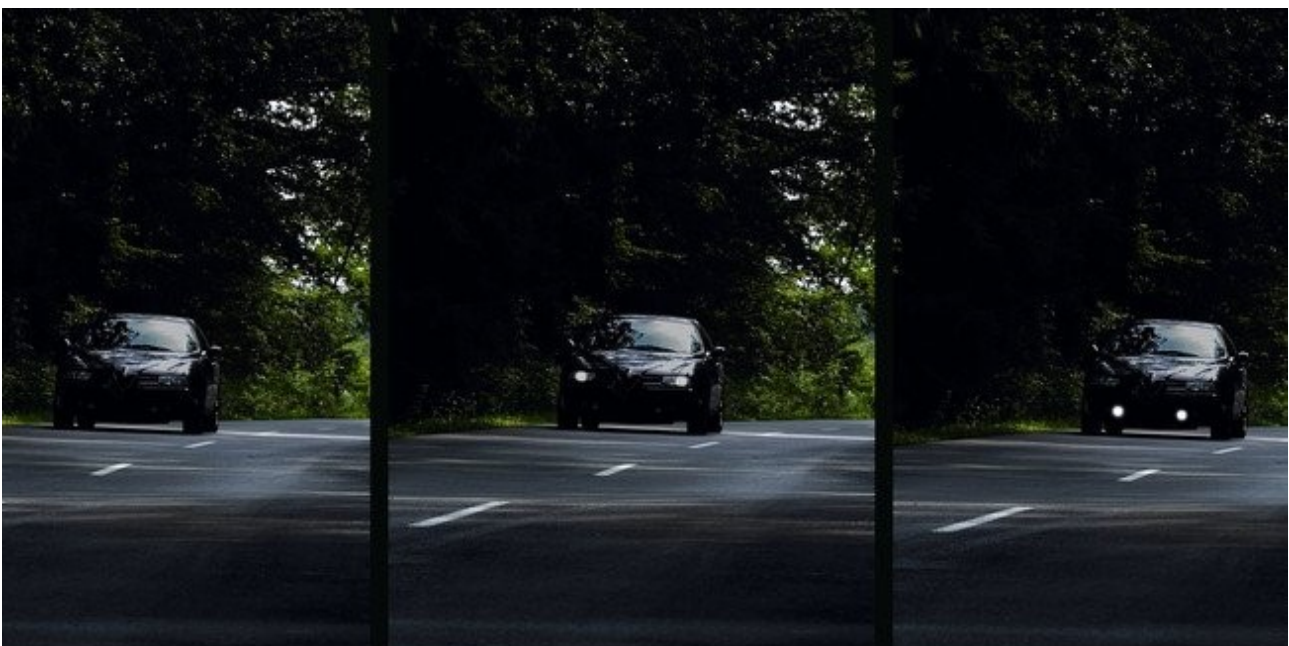
4. Movement in which glare occurs to other users of the road and traffic without lighting in situations of lack or reduction of visibility shall be considered serious infringements, as provided in article 65.4.e) of the articulated text.

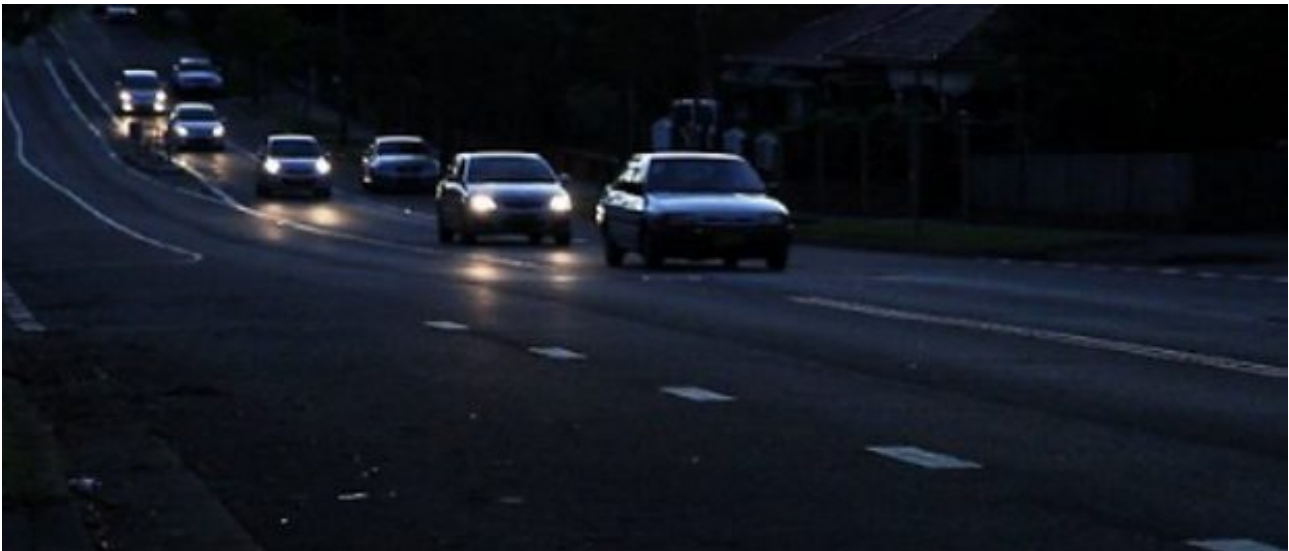


*Sometimes after turning on the full beam lights, we forget to turn them off, dazzling other drivers. A similar circumstance is when we go through a foggy area, turning on the fog lights and not turning them off later. In these instances, drivers who are approaching you from the opposite direction can alert you by flashing their lights to warn you that you forgot to switch them off.*

#### **Article 101 Short-range and headlights**

1. All motor vehicles and mopeds that are driving between sunset and sunrise on urban or interurban roads that are illuminated, or at any time of the day through tunnels, underpasses and sections of roads affected by the signal "Tunnel" (S-) 5) which are sufficiently illuminated, should have headlights on, in addition to side or position lighting, or full beam if used.





*If you drive a vehicle that has automatic lights, make sure you have them correctly set, since many drivers when going through tunnels do not turn on the lights thinking that they were activated automatically creating a danger for other users. You can also do it manually, so if you are going to drive a car that is not yours please find out how the lights are activated and deactivated since you never know when you will need to use them.*

Likewise, you must use headlights in the villages, when the road is insufficiently illuminated.

2. All motor vehicles and mopeds must have short-range or headlights on when driving between sunset and sunrise on insufficiently lit interurban roads or at any time of day through tunnels, underpasses and other insufficiently lit sections affected by the "Tunnel" signal when any of the following circumstances occur:

- A) No long-range lighting.
- B) Driving at a speed not exceeding 40 kilometres per hour and not using long-range lighting.
- C) Possibility of producing glare to other road users.





3. Scenarios in which glare occurs to other road users without illuminating the road in a situation of lack or reduction of visibility will be considered serious infractions, as foreseen in article 65.4.e) of the articulated text.

### Article 102 Glare

1. Long-range or full beam lighting must be replaced by short-range or normal headlights as soon as the possibility of producing glare for other users of the same route or of any other means of communication is detected, and especially to the drivers of vehicles travelling in the opposite direction and even if they do not comply with this requirement, and the road lighting will not be restored until the position of the vehicle has passed.



2. The same precaution will be observed with respect to vehicles that drive in the same direction and whose drivers can be dazzled through the rear-view mirror.

*Remember to disconnect full beam when traffic comes towards you or when you have vehicles ahead and do not activate it again until you are sure that you will not dazzle anyone.*

3. In case of you being a driver who suffers glare, you will reduce speed as necessary, even coming to a total stop, to avoid reaching other vehicles or pedestrians that are moving in the same direction.

4. Infringements of the rules of these requirements will be considered a serious matter as foreseen in article 65.4.e) of the articulated text.

### Article 103 Licence plate lighting

All vehicles described in articles 99 or 106 must always have their rear number plate illuminated and, if applicable, other illuminated signs or badges that must be provided, taking into account their characteristics or the service they provide.



***Many people do not realise that not having a light on the number plate switched on is a reason for a fine for a serious infraction.***

#### **Article 104 Use of lighting during the day**

Short-range light or headlights should be used during the day when:



A) Motorcycles that travel by any means subject to the legislation on traffic, motor vehicle traffic and road safety.



***Instruction "Daylight" (DGT 15 / S-140 / V-12). During the day you can use the Daytime Running Lights instead of the dipped beam headlights or both together), but between dusk and sunrise you must always have headlights on. This obligation does not affect mopeds.***



**B)** All vehicles travelling on a reversible lane, or an additional circumstantial lane or by a lane able to drive in the opposite direction to that normally used on the road where it is located, either a lane that is exclusively reserved for them, or is exceptionally open to traffic in that sense, as well as those bound by the provisions of articles 41 and 42.

### **Article 105 Immobilisations**

1. Any vehicle that, for any reason, is immobilised between sunset and sunrise or under the conditions referred to in article 106, on a road or hard shoulder of a road, must have the position lights on and, for those vehicles which qualify, height lighting.

2. Any vehicle stopped or parked between sunset and sunrise on the roadway or hard shoulder of an under-lit crossing must have the position lights on, which may be replaced by the parking lights, or by the two position lights of the corresponding side of the road, when it is parked in line.

*Parking lights: These are optional lights installed on some vehicles*

3. On urban roads that are not “travesías”, it will not be mandatory for parked vehicles to have the position lights on when the lighting allows other users to distinguish them at a sufficient distance.

4. The immobilisation, stopping or parking of a vehicle without lighting in situations of lack or reduced visibility will be considered serious infringements, as foreseen in article 65.4.e) of the articulated text.

## **SECTION 2 SPECIAL LIGHTING ASSUMPTIONS**

### **Article 106 Conditions that reduce visibility**

1. It is also mandatory to use lighting when there are weather or environmental conditions that significantly reduce visibility, such as in the case of fog, heavy rain, snow, clouds of smoke or dust or any other analogous circumstance (article 43 of the articulated text).

2. In the cases referred to in the previous section, the front fog lights or the short or long-range headlights must be used.



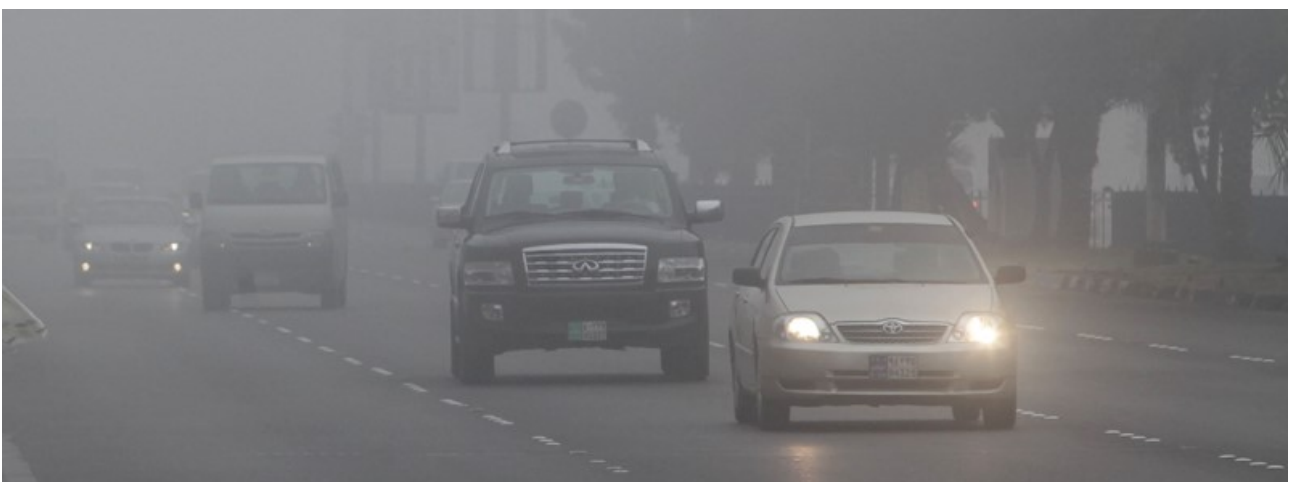


The front fog lamp can be used alone or simultaneously with the short-range headlights or even with the long-range full beam headlights.

The front fog lamp can only be used in such cases or in sections of narrow roads with many curves, meaning that, having a roadway of 6.50 metres wide or less, are marked with signs indicating a succession of nearby curves among themselves, regulated in article 149.

The rear fog lamp should only be switched on when the weather or environmental conditions are particularly unfavourable, such as in heavy fog, heavy rain, heavy snow or heavy clouds of dust or smoke.

**3.** Driving without lights in situations with no or reduced visibility will be considered a serious infringement, as foreseen in article 65.4.e) of the articulated text.



*We must keep in mind that although we are driving during the day, there are sometimes atmospheric factors that significantly reduce visibility, so we must use the corresponding lighting both to see and to be seen by the rest of users.*

*When there are fog banks, many drivers think that dipped headlights are enough or when it is cloudy but it is daylight, there are drivers who do not think that turning on the fog lights is necessary and they do not realise that their car is no longer visible to other road users at certain distances, avoidable by using fog lights.*



## Article 107 Lighting failure

If, due to non-use or irreparable damage in the corresponding lighting, the driver is forced to drive with lower intensity lighting, they should reduce their speed until the vehicle can be stopped in an illuminated area.

*There are drivers who drive with full beam headlights on when they blow a bulb in the normal lighting. It must be taken into account that these lights produce a glare to other drivers, so they should be turned off when there are other drivers nearby.*

*If the main headlights have gone, you must not continue driving because you cannot drive permanently using the full beam lights.*

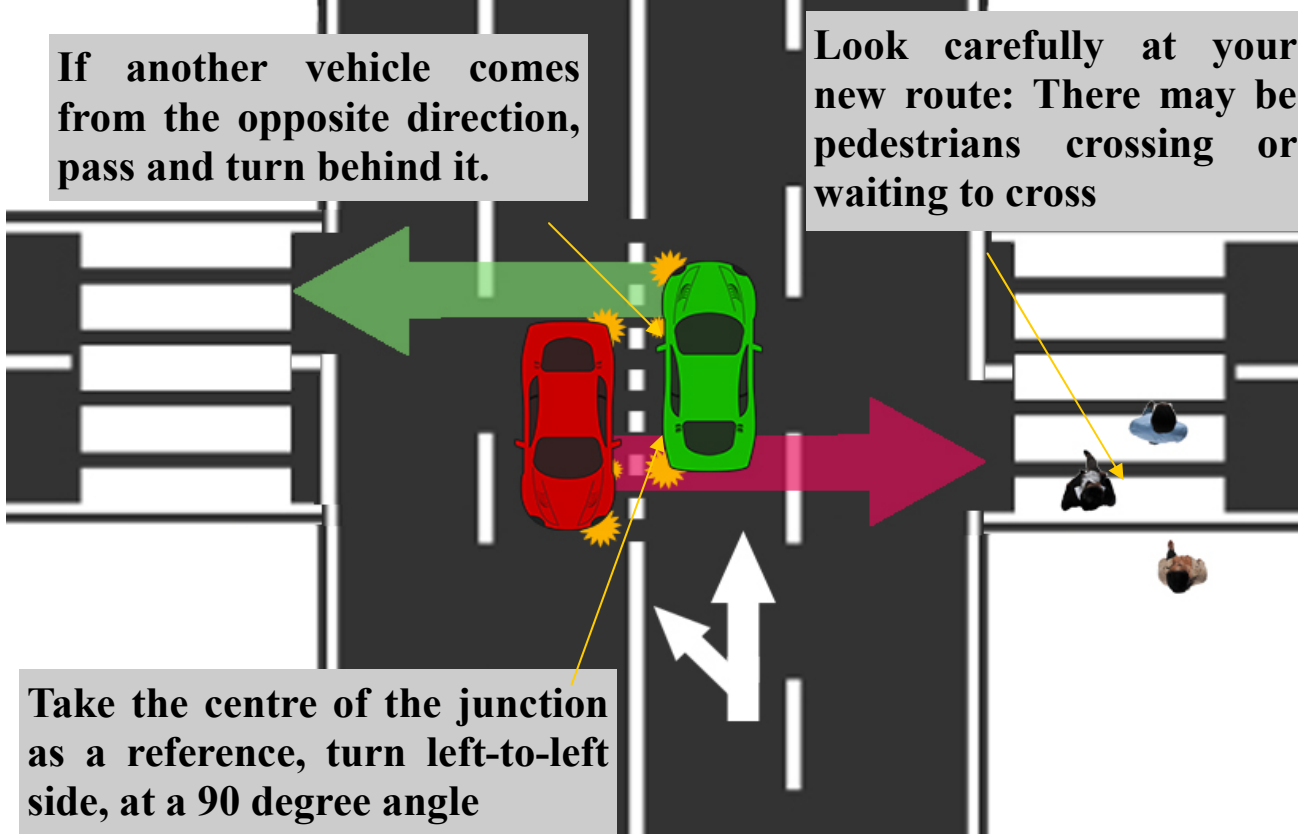
## CHAPTER XI DRIVER'S WARNINGS

### SECTION 1 GENERAL RULES

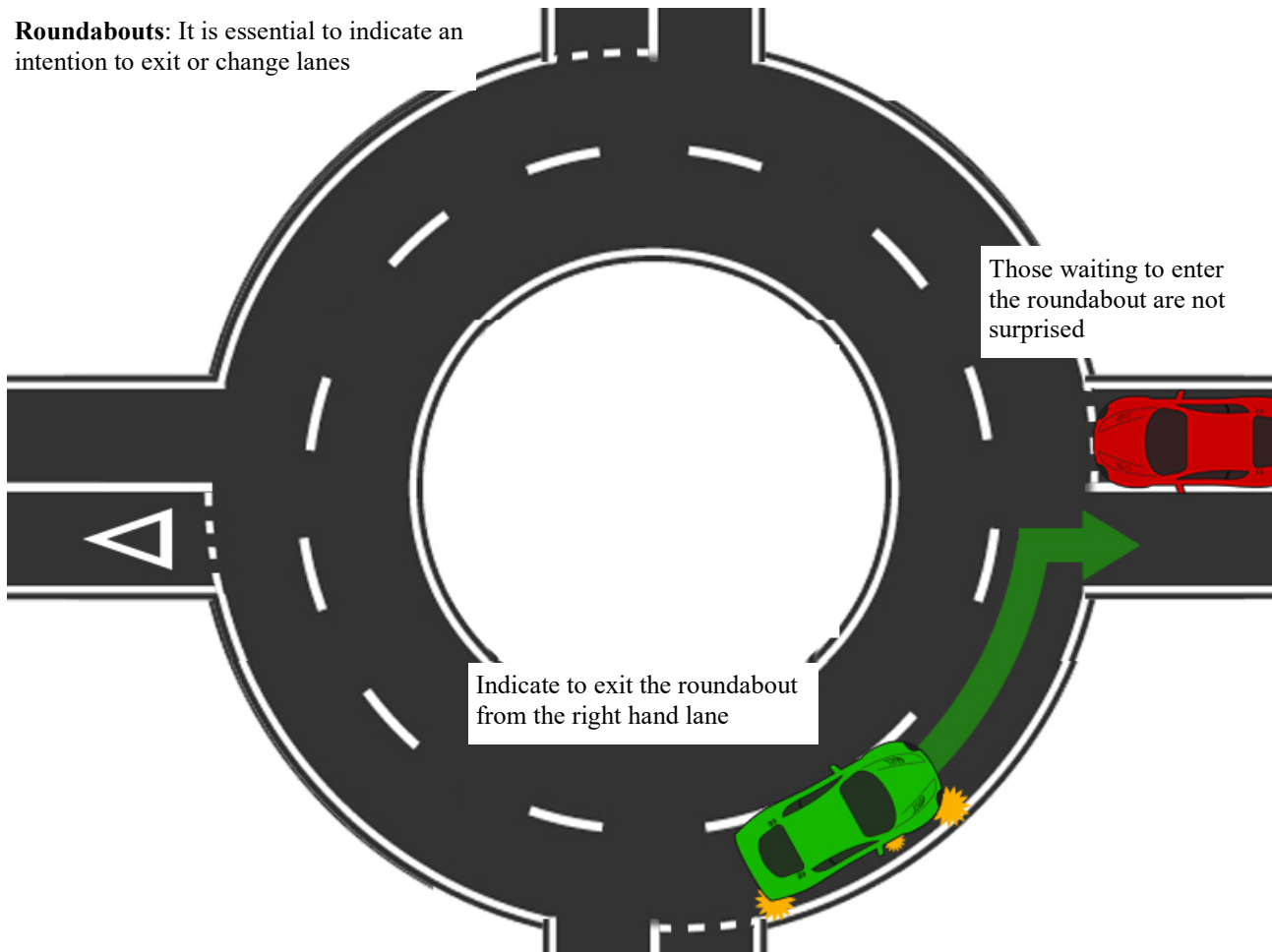
#### Article 108 Obligation to warn of manoeuvres

1. Drivers are obliged to warn other road users about the manoeuvres that they intend to carry out with their vehicles (article 44.1 of the articulated text).

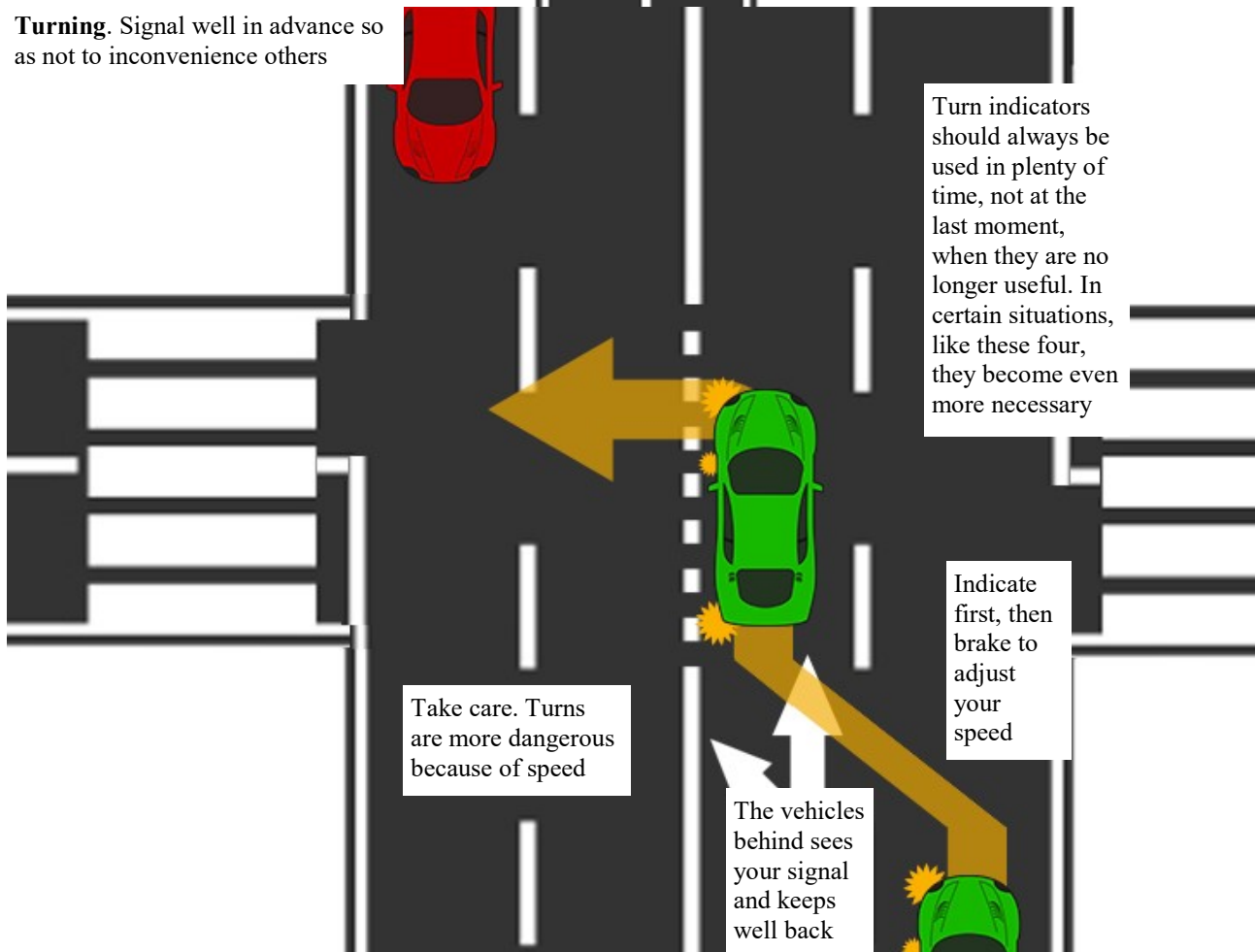
## Face to face turns



**Roundabouts:** It is essential to indicate an intention to exit or change lanes



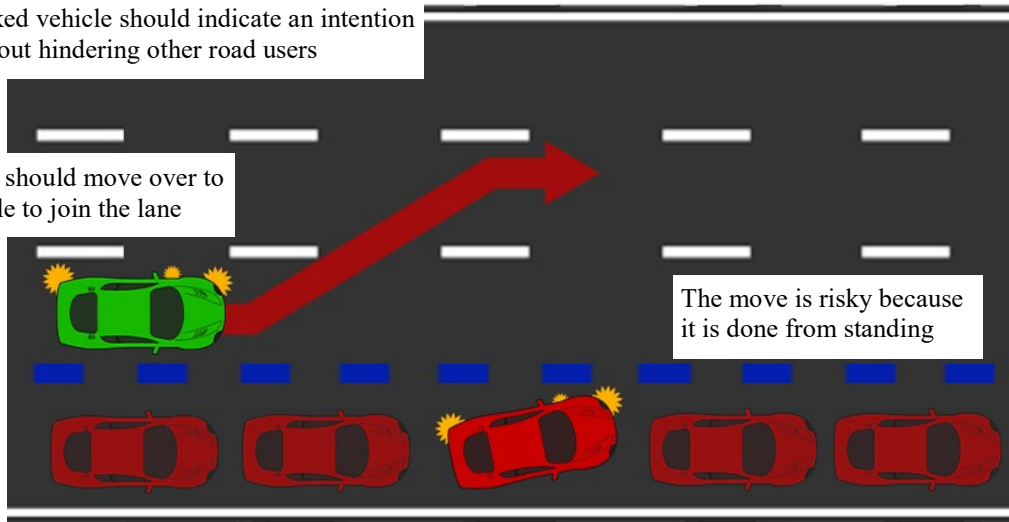
**Turning.** Signal well in advance so as not to inconvenience others



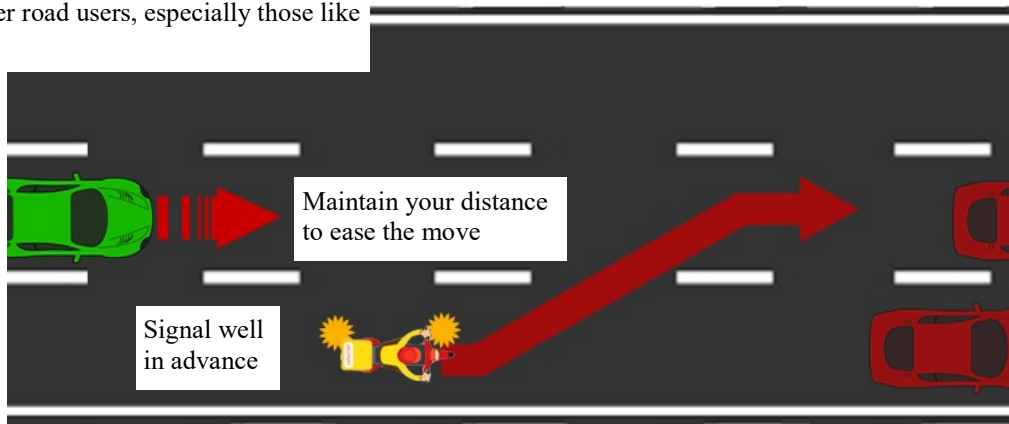


**Parked:** A parked vehicle should indicate an intention to pull out without hindering other road users

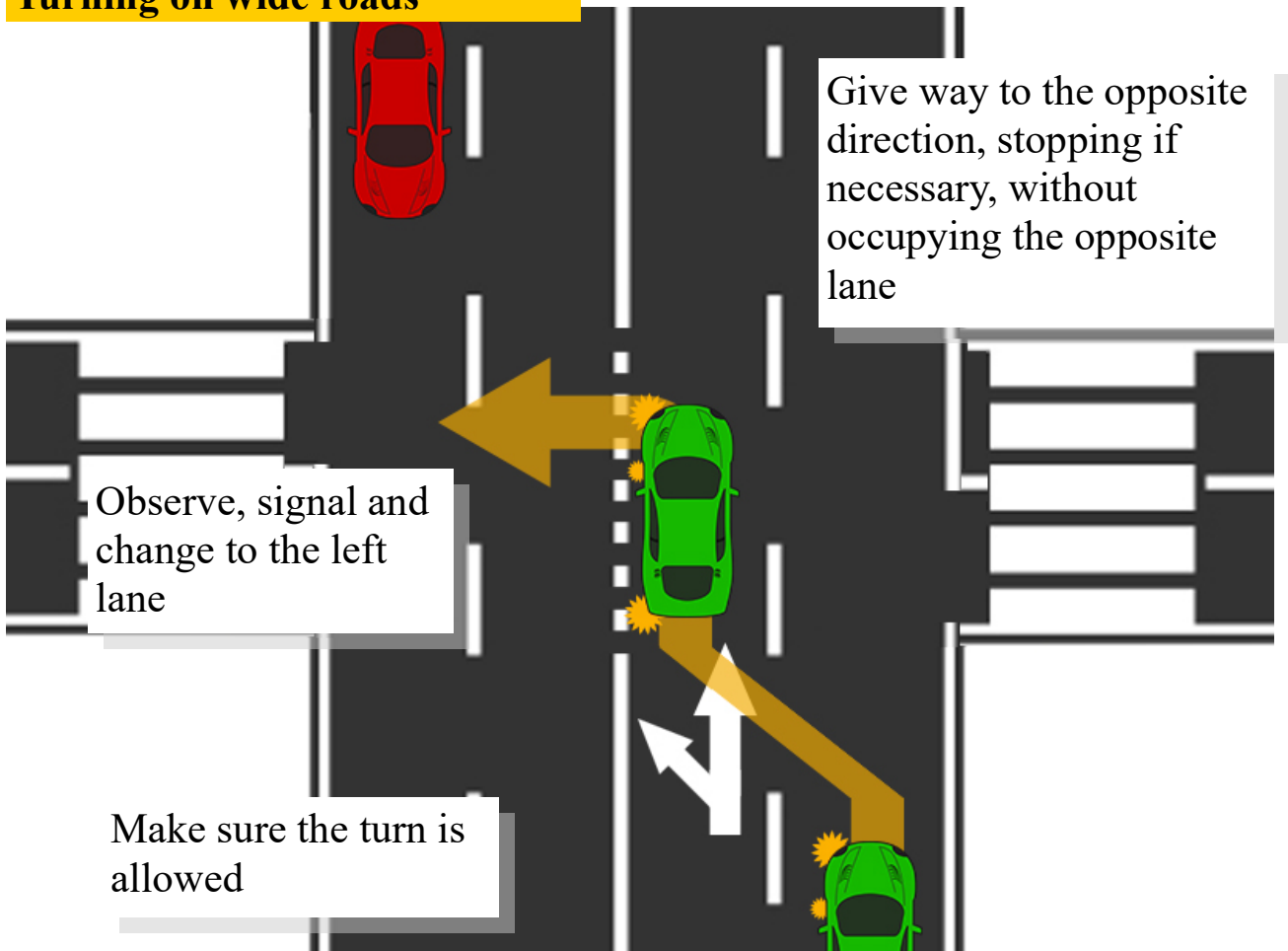
If possible, you should move over to allow the vehicle to join the lane



**Changing lane.** A poorly signalled lane change can surprise other road users, especially those like motorcycles



## Turning on wide roads

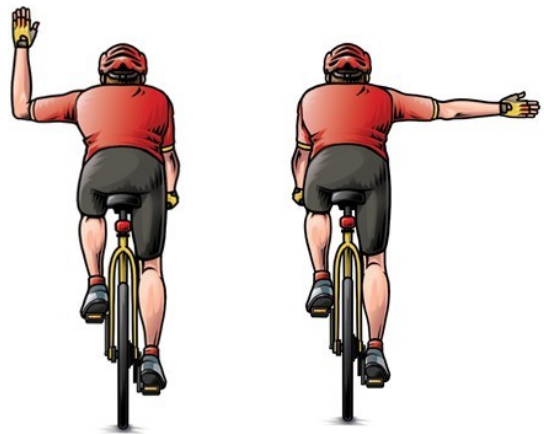


*Any change of intent, direction or lane must be indicated so that other road users are able to know how to manoeuvre. The most common infractions in this sense are drivers who do not signal changing lane when overtaking, both when starting and when they rejoin the original lane, when they intend to exit a roundabout and when leaving a parking lot, the latter two being the most common infractions.*

2. As a general rule, these warnings will be made using the vehicle's indicators or, failing that, with the arm (article 44.2 of the articulated text).



**I intend to turn LEFT**



**I intend to turn RIGHT  
(two alternatives)**



**I intend to SLOW DOWN  
or STOP**

The validity of those carried out with the arm will be subordinated to the fact that they are perceptible by the other road users and are carried out in accordance with the provisions of the following article, and will annul any other optical indication that contradicts them.





***In case one of the signals breaks, it can be replaced by signals with the arm, which will be valid if they are done in line with regulations and as long as they are visible to other road users.***

***These hand signals can only be used as a temporary solution to a problem. As a general rule, you will not be able to drive the vehicle with the indicators not working, using hand signals, as the vehicle fault it is a sanctionable offence.***

## **Article 109 Visual warnings**

1. The driver must warn by means of visible signals any manoeuvre that involves a lateral or rearward movement of their vehicle, as well as their intention to stop or slow down its progress considerably. Such optical warnings shall be made sufficiently in advance of the initiation of the manoeuvre, and, if they are lights, they shall remain in operation until the end of the manoeuvre.

***Remember to signal overtaking correctly using indicators when starting and finishing overtaking.***

***Once the manoeuvre is done, do not forget to turn off the indicator, as it is considered a minor infraction to have an indicator on without intending to make a turn or change lanes.***

2. For the purposes of the previous section, the following should also be taken into account:

A) The lateral movement will be indicated using the direction indicator light corresponding to the side to which it is going to be made, or the arm, in horizontal position with the palm of the hand extended downwards, if the displacement is going to be towards the side that the hand indicates, or bent up, also with the palm of the extended hand, if it is going to be towards the opposite direction. In manoeuvres involving a sideways movement, it is this which is exclusively warned, so the warning must conclude as soon as the vehicle has adopted its new trajectory.

B) Reversing will be warned with the corresponding reversing light, if available, or, if not, extending the arm horizontally with the palm of the hand backwards.

C) The intention to stop the vehicle or to slow it down considerably, even when such events are imposed by the circumstances of the traffic, should be signalled, whenever possible, by the repeated use of the braking lights or by moving the arm alternately from top to bottom with short and fast movements.

When a vehicle is immobilised on a motorway, or in places or circumstances that significantly reduce visibility, the presence of the vehicle must be indicated by the use of the hazard lights, if available, and, where appropriate, with the position lights.

***Remember that if you breakdown on the motorway and have to stop your vehicle on the hard shoulder, you must signal this by placing the emergency triangles on the road, one at the rear, or one at the rear and one at the front, according to the characteristics of the road.***

If the immobilisation forces the vehicle to stop or park, the direction indicator light corresponding to the side to which it is to be carried out should also be used, if the vehicle has such a device.

3. For the same purpose, acoustic warnings may be replaced by the use of lights, even in town, using intermittently short or long-range lighting, or both alternatively, at very short intervals and so as to avoid glare.

#### **Article 110 Acoustic warnings**

1. Exceptionally or when provided for by some rules or the legislation on traffic, motor vehicle traffic and road safety, acoustic signals that are not strident, and their unmotivated or exaggerated use is prohibited.



2. Acoustic warnings can only be made by drivers of non-priority vehicles:

A) To avoid a possible collision and, especially, on narrow roads with many curves.





*On narrow roads where there are often two cars and there are bends that prevent the visibility of traffic in the opposite direction, the horn is usually used to warn of our presence to approaching traffic, with the aim of reducing the speed of the other car, make them stick to the right edge and so that passing the vehicle can be done safely.*

B) Out of populated areas, to warn the driver of another vehicle the purpose of overtaking.



*You can sound the horn before overtaking a vehicle to inform the driver of your intention to overtake it, so that it then stays to the right edge of the road.*

C) To warn of their presence to the other road users, in accordance with the provisions of article 70.

*When we want to overtake, for example, several vehicles over 12 metres, it is advisable to warn them of our presence so that the drivers of these vehicles leave a greater safety distance between them that allows us to overtake safely.*

*Knowing that you are driving behind, on one-lane roads for each direction, when it is possible to overtake safely, the drivers of these vehicles are able to warn you by right-flashing indicators or by pointing their arm backwards and forwards. It's courtesy, not obligatory.*

## SECTION 2 WARNINGS FOR EMERGENCY SERVICE VEHICLES AND OTHER SPECIAL SERVICES

### Article 111 General rules

Emergency service vehicles, public or private, special vehicles and special transports may use other optical and acoustic signals in the cases and under the conditions that are determined in the following articles of this section.

### Article 112 Warnings of emergency service vehicles

The drivers of vehicles of the security services, fire fighters, civil protection and rescue, and health care, public or private, when they operate in emergency service, will warn of their presence in accordance with the provisions of article 68.2.



*The vehicle-obstacle sign V-2 (orange beacon) can be used by any vehicle that, due to a fault or accident, needs to indicate its position on the road, making it more visible to other users.*

### Article 113 Warnings from other vehicles

In accordance with the provisions of article 71, drivers of vehicles intended for works or services and those of tractors and agricultural machinery and other special vehicles or transports shall notify their presence by means of the use of the light signal V-2 referred to in Article 173, or through the use of lighting as determined in the regulations governing vehicles.





*In 2018 the law was changed so that all emergency service vehicles would use blue lights. Prior to this change, only the security services used blue flashing lights when responding to an emergency, now the police, Guardia Civil, fire, ambulance, and civil protection all use blue lights.*

*Note: The owners of these vehicles have 2 years to change to blue lights.*





## TITLE III OTHER RULES OF MOVEMENT

### CHAPTER I Doors and engine shutdown

#### Article 114 Doors

1. It is forbidden to keep the doors of the vehicle open, open them before the vehicle has come to a complete stop or open them or get out of the vehicle without having previously ascertained that this does not entail danger or hindrance to other users, especially bicycles (Article 45 of the articulated text)





*The boot or tailgate of the vehicle is considered another door, in certain types of boot it is prohibited to drive with it open or semi-open when transporting some type of cargo that prevents it from closing. In this case, people must place the load on the roof on a roof rack or look for another vehicle as all doors must be completely closed before starting the vehicle.*

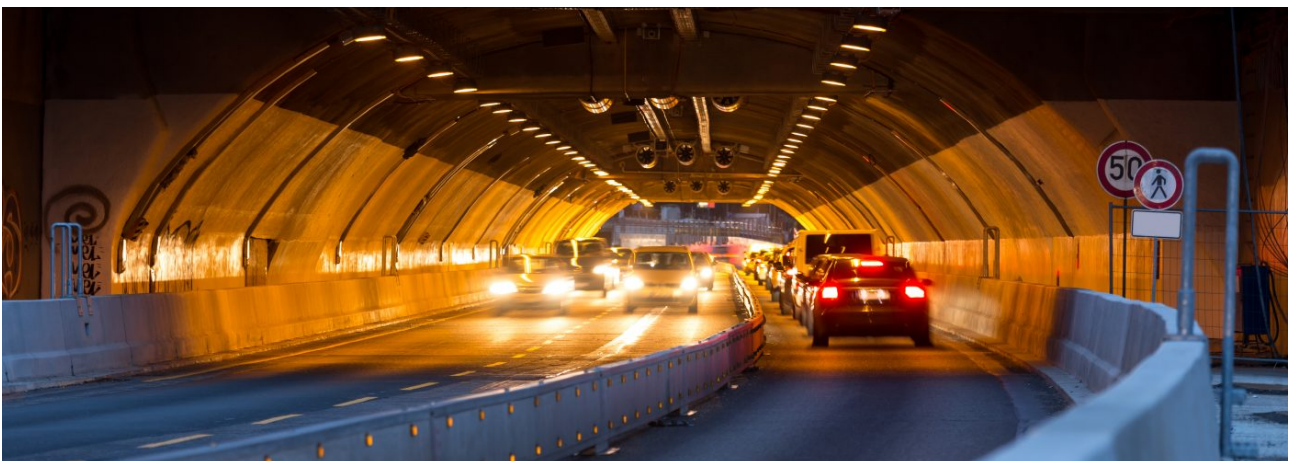
2. As a general rule, a vehicle must be entered and left on the side closest to the edge of the road and only when it is stopped.
3. Any unauthorised person should refrain from opening the doors of vehicles intended for the collective transport of passengers, as well as closing them at stops, hindering the entry of passengers.

### **Article 115 Engine shutdown**

1. Even if the driver does not leave their position, they must stop the engine whenever the vehicle is stopped inside a tunnel or in a closed place and during fuel loading (article 46 of the articulated text).



2. Any driver who is obliged to remain with their vehicle stopped inside a tunnel or other closed place, for a period of time exceeding two minutes, must switch off the engine until they can continue their journey, keeping the position lighting on.





*Inside a tunnel or inside an underground parking lot of a shopping centre, traffic jams sometimes occur, either because of an incident or by a massive influx of vehicles (sales or holidays). In these cases if we can see that the traffic is not moving we must turn off the vehicle's engine until we see that the vehicles begin to move.*

*Remember that not shutting down the engine but leaving at least the lights on can be a reason for sanction. We must make the car visible to other users, and turning off the engine will prevent the accumulation of toxic gases harmful to health in closed areas.*

3. In order to load fuel in the tank of a vehicle, the engine must be off.



The owners of fuel distributors or employees of the latter will not be able to provide fuels for their cargo if the engine is not stopped and the lights of the vehicles are turned off, the electric systems such as the radio and the devices emitting electromagnetic radiation such as mobile telephones.

*Apart from being a reason for sanction, remember that at the gas station you can be refused being served fuel if you refuel with lights on, radio on or talking on your mobile.*

4. In the absence of the owners of fuel distributors or employees of the latter, the driver of the vehicle or, where appropriate, the person who will load the fuel in the vehicle must meet the same requirements established in the previous section.

## **CHAPTER II Seat belt, helmet and other safety elements**

### **Article 116 Obligatory use and exceptions**

1. Drivers and occupants of motor vehicles and mopeds are obliged to use the seat belt, helmet and other protective elements in the cases and conditions determined in this chapter and in the regulations governing vehicles, with the exceptions that are also fixed in said chapter, in accordance with the international recommendations in the matter and taking into account the special conditions of disabled drivers.

2. Infringements of the rules for the use of seat belts, helmet and other mandatory safety devices provided for in this chapter shall be considered as a serious matter, as established in the article 65.4.h) of the articulated text of the Law on traffic, motor vehicle traffic and road safety.

### **Article 117 Seat belts and approved child restraint systems**

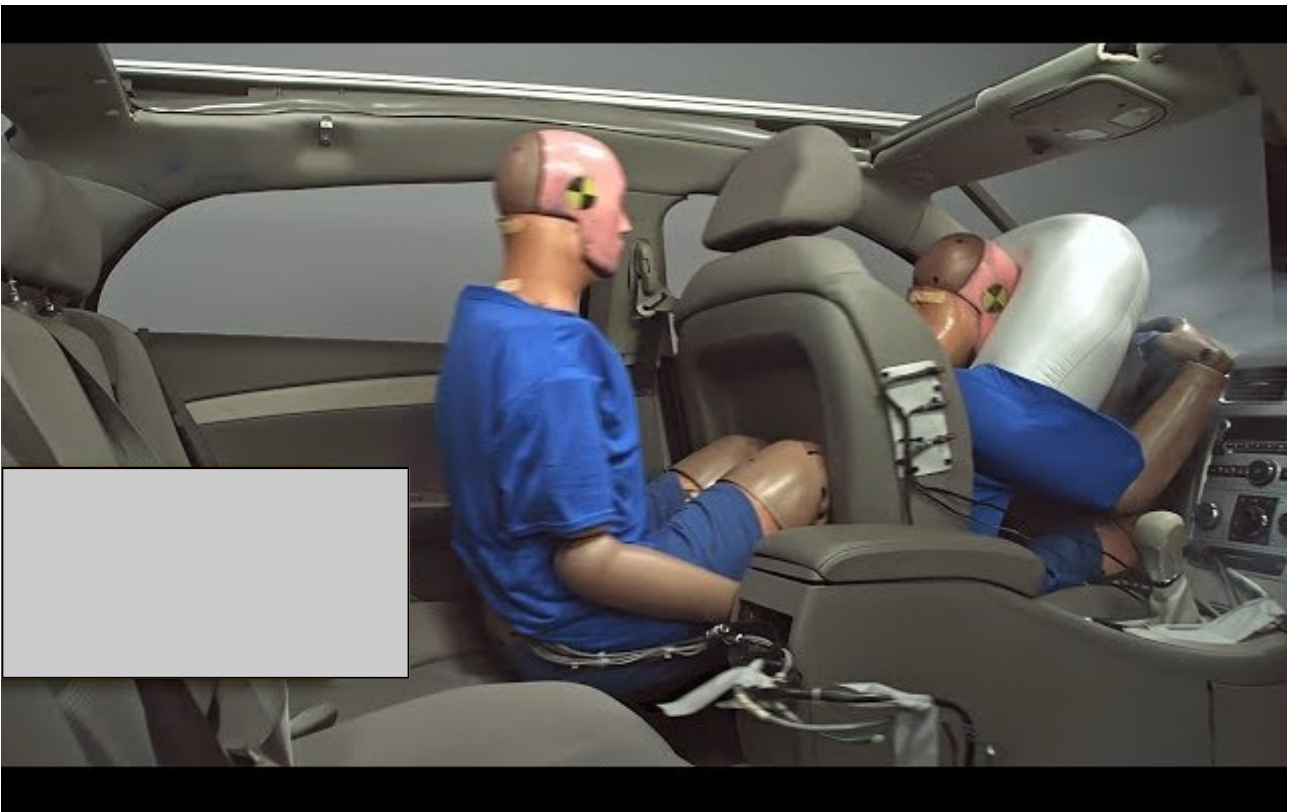
1. The driver and the occupants of vehicles will be obliged to use, correctly fastened, approved seat belts, both on urban and interurban roads. This obligation, which refers to the seat belts, will not be required in those vehicles that do not have them installed.





*One of the most common infractions is the passengers located in the rear seats of the vehicle not using their seat belt. If a vehicle has seat belts, they must be used by all its occupants.*

*Failure to use a seat belt by rear passengers can result in serious injury to both the person not using it and the occupants located in the front seats.*



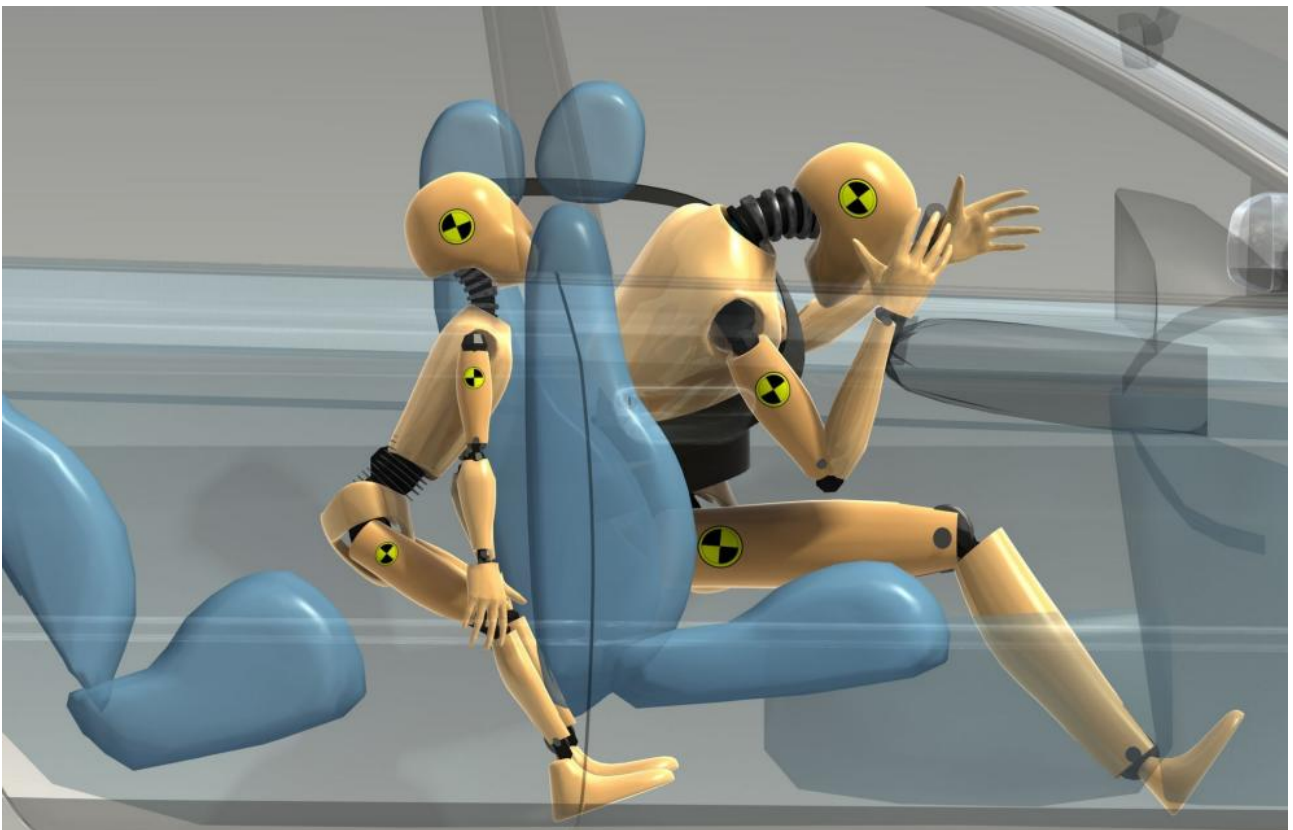
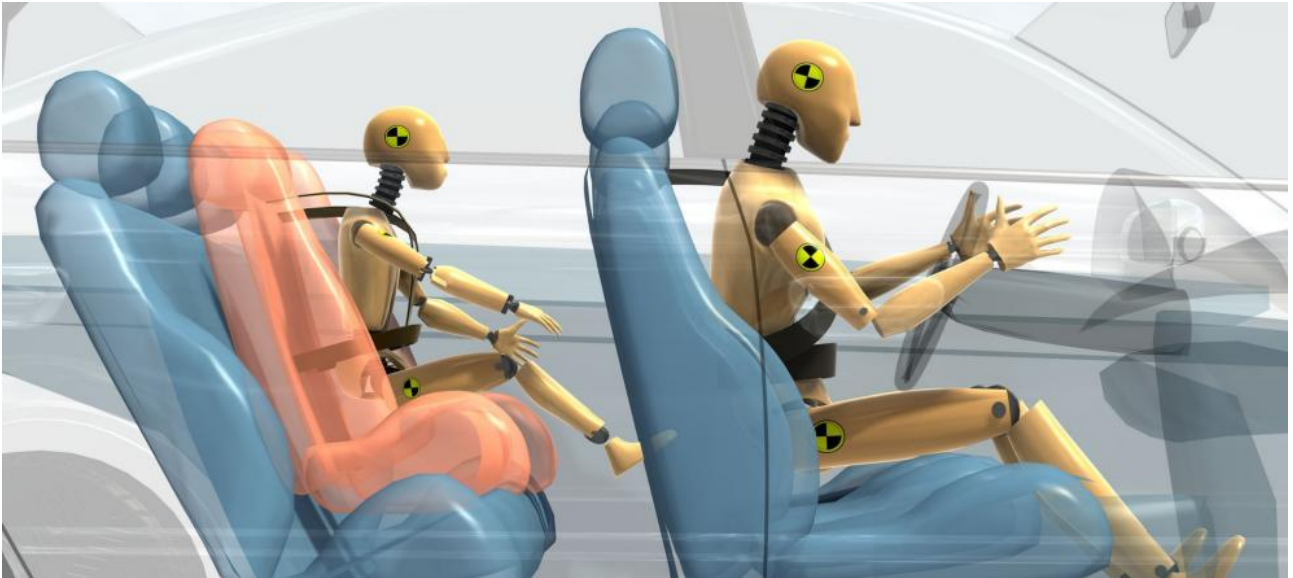
*A collision at low speed could cause serious injuries to the occupants of the vehicle by them not using seat belts. In this case we can see how the passenger forcibly hits their knees against the front seat, something that could cause a serious injury.*





*In these other images we can see how the passenger at the rear hits the driver of the vehicle with their head, in turn displacing the front seat with their weight, producing injuries to the driver in the head and knee that could have been avoided.*

## CHILDREN





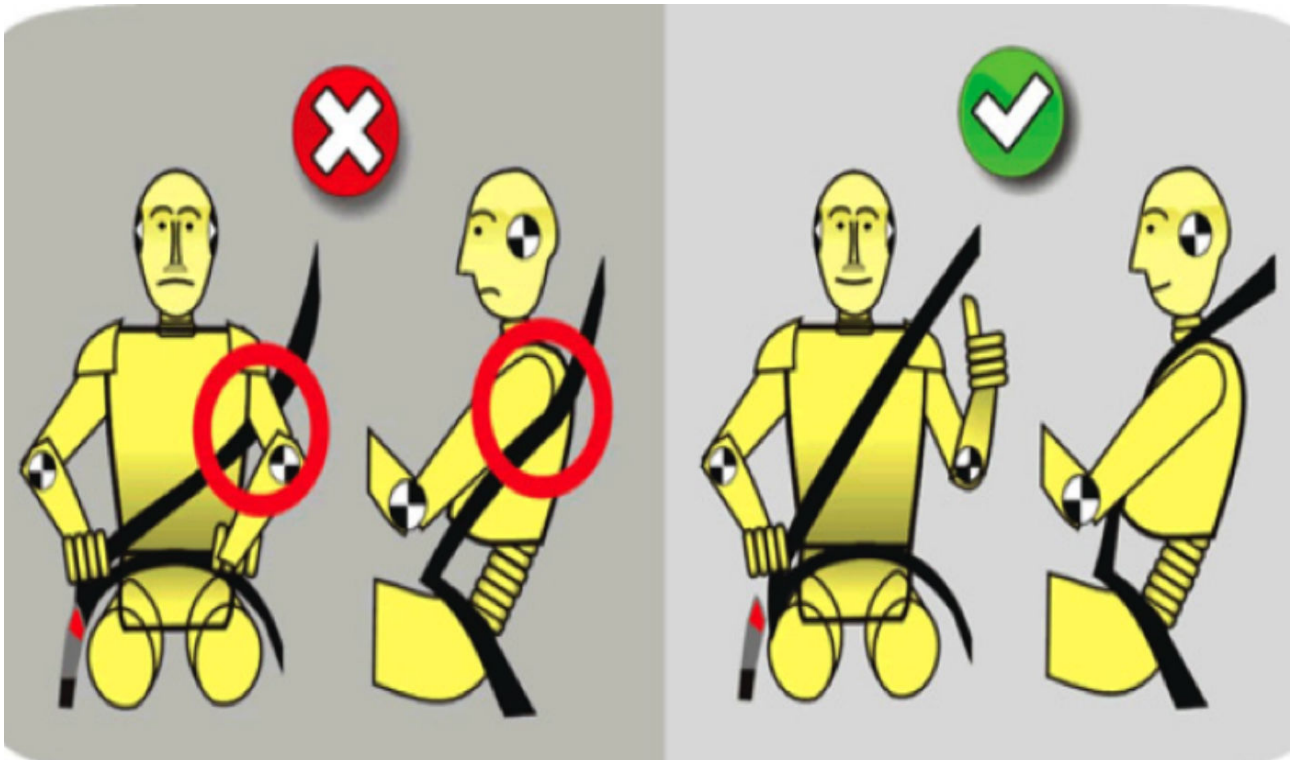


*When we drive with children in the back seats we should check that they use the restraint system properly, otherwise it could cause injuries, even them being thrown out of the vehicle.*



*Remember that wearing a jacket or coat reduces seat belt effectiveness in case of collision. This fact is not sanctionable but it is advisable not to wear such garments whilst driving.*







*Some people, after securing their belts, put it under the arm, claiming discomfort. Failure to use the seat belt properly is a serious offence, since misuse causes the seat belt to be unable to perform its function, and in case of a collision the person may hit their head against the front seat or dashboard, because they only have the waist part of the seat belt restraining them, which is even more dangerous if we take into account that it may mean there is not time for the airbag to activate, and serious injuries could be caused to the face.*









*Those vehicles that, due to their age, do not have seat belts installed in the back seat, does not absolve the driver of the responsibility of wearing their seat belt. It is only in the positions where the seat belt is not installed that their use is not mandatory*











*If the owner decides to install them voluntarily, then they must use the seat belt.*

*It is an obligation to have rear seat belts installed in the back of all vehicles registered since 16-06-1992.*

*There are also vehicles that, due to their age, also lack front seat belts, in this case their installation is not mandatory either. In the photo we see a classic vehicle that lacks seat belts in the back.*

In any case, children of a height equal to or less than 135 centimetres must use child restraint systems and be placed in the vehicle in accordance with the provisions of the following sections.

## Table of Child Retention Systems

				
				
<b>0</b>	<b>0+</b>	<b>1</b>	<b>2</b>	<b>3</b>
0 to 9 Months Max weight 10kg	6-9 to 12-15 Mths Max weight 13kg	9 Mths - 4 yrs Weight 9-18kg	4 to 6 4 yrs Weight 15-25kg	6 - 11 yrs Weight 22-36kg
Rear seat Rear facing	Rear seat Rear facing	Rear seat Forward facing	Rear seat Forward facing	Rear seat Forward facing

*Spanish traffic legislation does not establish the use of child restraint systems depending on the age of the child, but on weight. The ages are approximate.*





***Should I use the restraint seat facing forwards or backwards?***

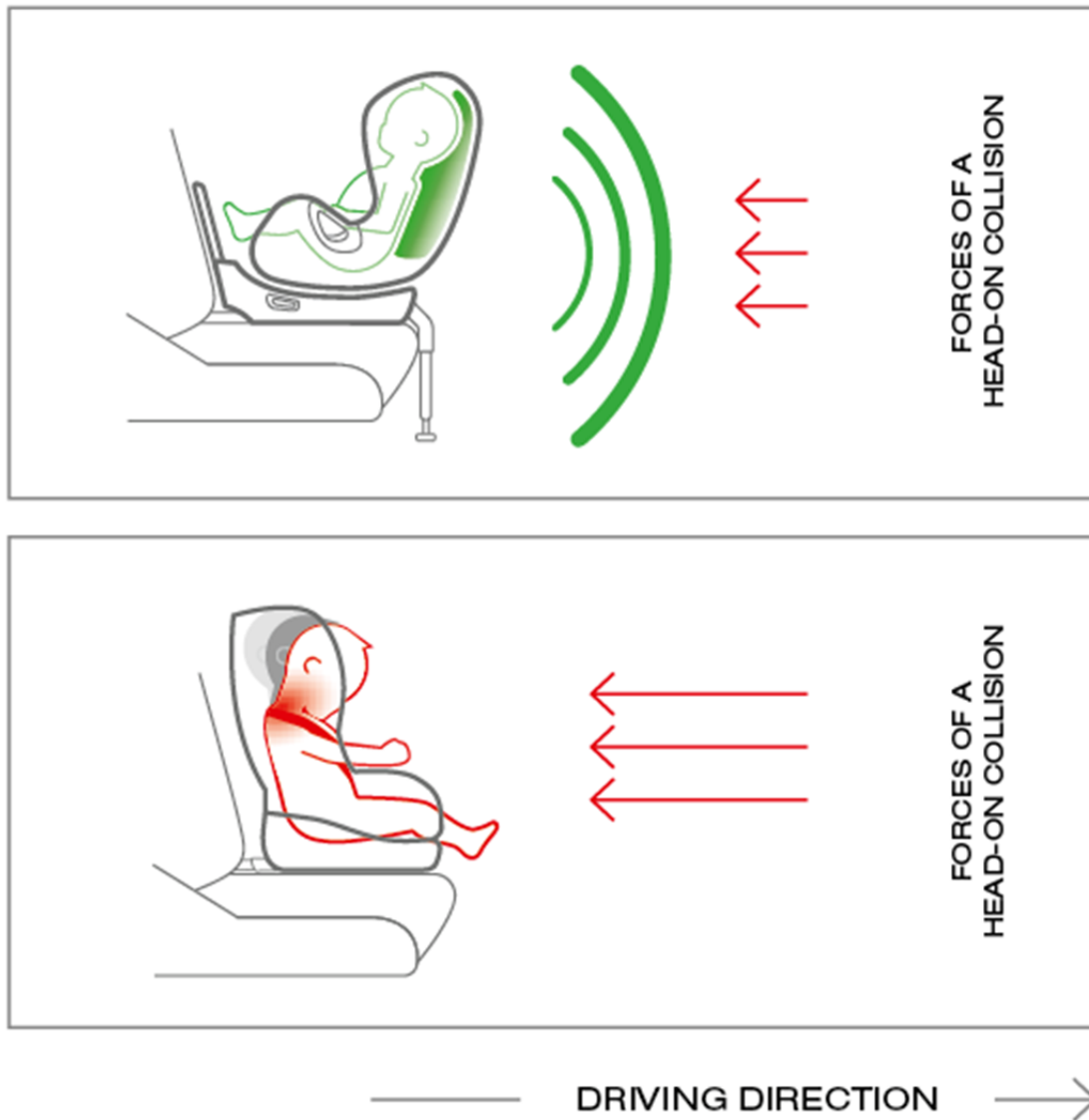
***The Traffic Department advises that when the seats of groups 0 and 0+ are used (up to 13kgs), the seat should be placed facing backwards.***

***It has been proven that in the case of an collision, placing them rearward facing reduces the risk of serious injuries to the neck. We must take into account that at early ages babies do not have very developed muscles in the cervical area, so in the event of a crash, when in an incorrect posture, it could cause very serious injuries and even death.***

***The limit to carrying a child in a rear-facing seat is decided by the parents or by the height of the child, since it is not advisable that the child's feet rest on the back of the rear seat, because it could cause leg injuries in case of a collision.***



# REAR-FACING VS FORWARD-FACING





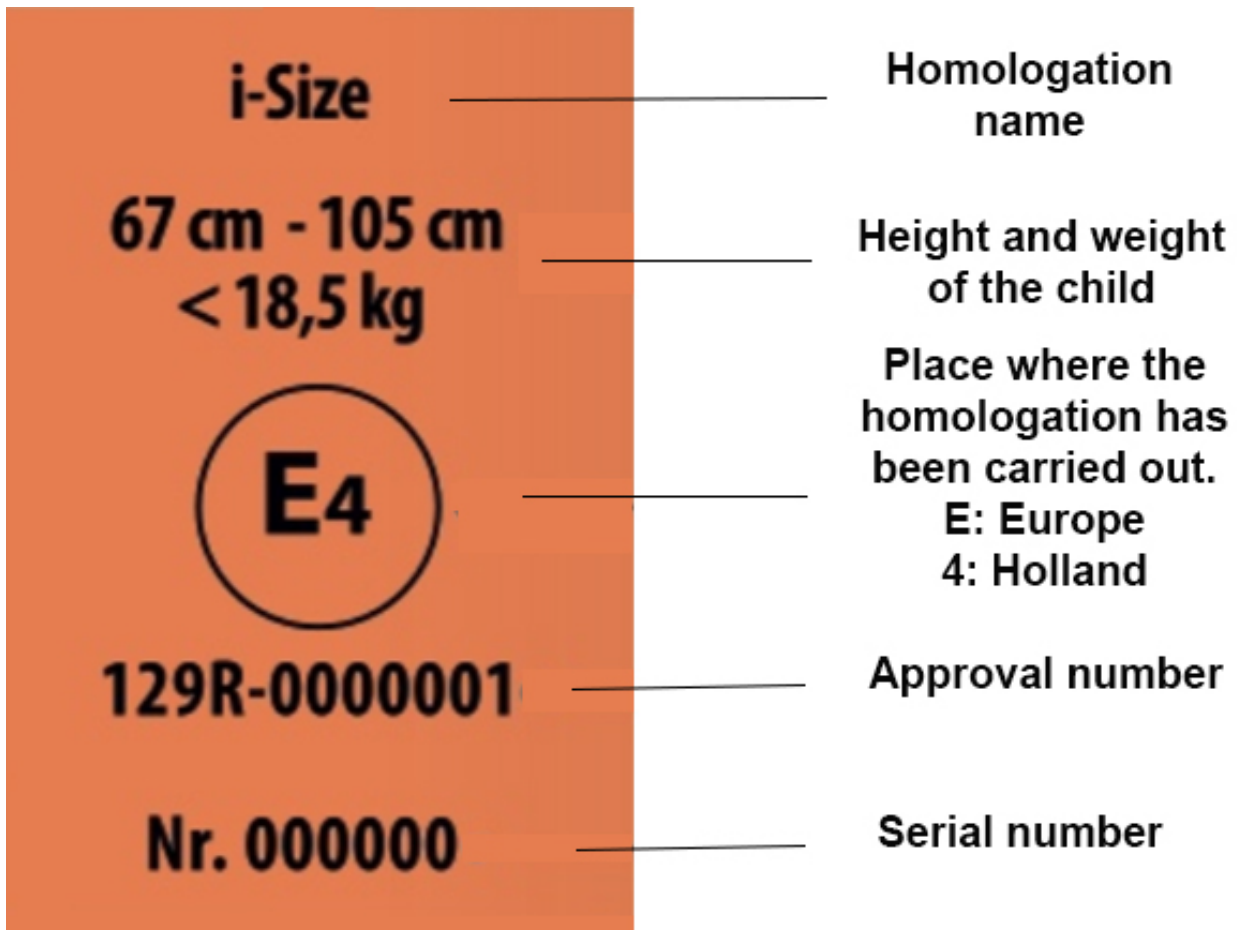


2. In vehicles with more than nine seats, including the driver, passengers will be informed of the obligation to have seat belts or other approved child restraint systems fastened by the driver, the guide or the person in charge of the group, through audio-visual means or by means of signs or pictograms, according to the model that appears in the annex IV, placed in visible places of each seat.



In these vehicles, the occupants referred to in the second paragraph of section 1 of three or more years must use approved child restraint systems properly adapted to their size and weight. When these systems are not available, they will use seat belts, as long as they are suitable for their size and weight.

3. In vehicles with up to nine seats, including the driver, the occupants referred to in the second paragraph of section 1 must use approved child restraint systems properly adapted to their size and weight.





*In order to improve the safety of children's car seats and their use, and to help chose the most appropriate for height and weight, the i-Size homologation regulation has been created.*

*This regulation will coexist with the previous regulations, which governed the use of child seats, the ECE R44 standard, which will remain in force until a suitable time allows for it to be replaced.*

*It also adds new safety standards, for its official approval, among other measures, a new lateral crash test for greater protection of the child against this type of impact.*

*Transporting children under 135cm not using the approved restraint systems will cause the vehicle to be stopped and it will not be able to continue until it has a child restraint system.*

*Remember that they must be approved, check the homologation label before buying a child seat. Be well informed before buying online since in some countries outside Europe the label with "E" approval is not required and you could be acquiring a non-legalised retention system for use in Europe by not complying with the security for this territory.*





These occupants should be placed in the rear seats. Exceptionally, they may occupy the front seat, provided they use approved child restraint systems properly adapted to their size and weight, in the following cases:

1. When the vehicle does not have rear seats.





2. When all the rear seats are already occupied by the minors referred to in the second paragraph of section 1.

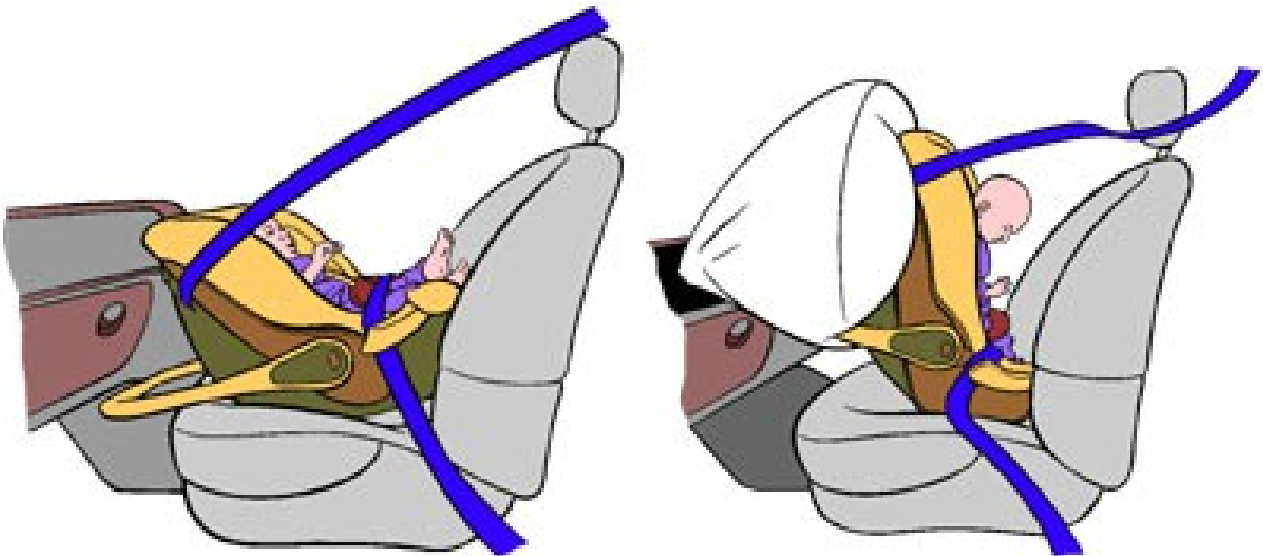


3. When it is not possible to install all the child restraint systems in aforementioned seats.





If the front seats are occupied and the vehicle has a front airbag, rear-facing restraint systems can only be used if the airbag has been deactivated.







***Remember that carrying a child of 135cm (or less) sitting in the front when none of the exceptions are given will be considered a serious infraction.***

4. The child restraint systems shall be installed in the vehicle always in accordance with the instructions provided by the manufacturer through a manual, brochure or electronic publication. The instructions will indicate how and in what type of vehicles can be used safely.
5. The lack of installation and the non-use of seat belts and other approved child restraint systems will be considered a serious or very serious infraction, in accordance with the provisions of article 65, sections 4.h) and 5.11 ), respectively, of the articulated text.







INCORRECT



Child needs a booster seat

**Incorrect:** Seatbelt under arm

**Correct:** Back all the way against the seat

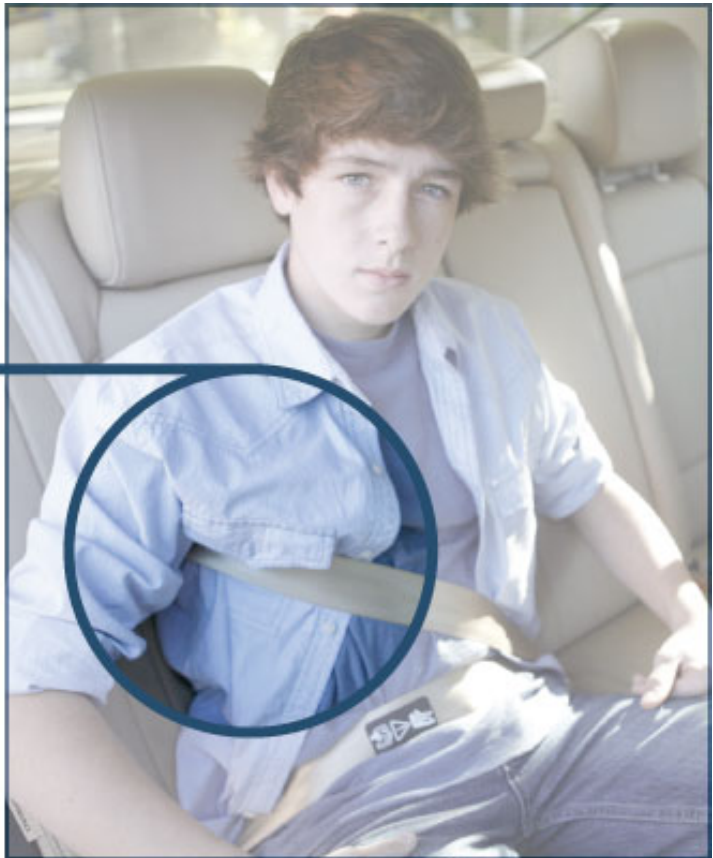
**Incorrect:** Knees not bent at edge of vehicle seat



INCORRECT



**Incorrect:** Putting the shoulder belt under an arm is dangerous and illegal





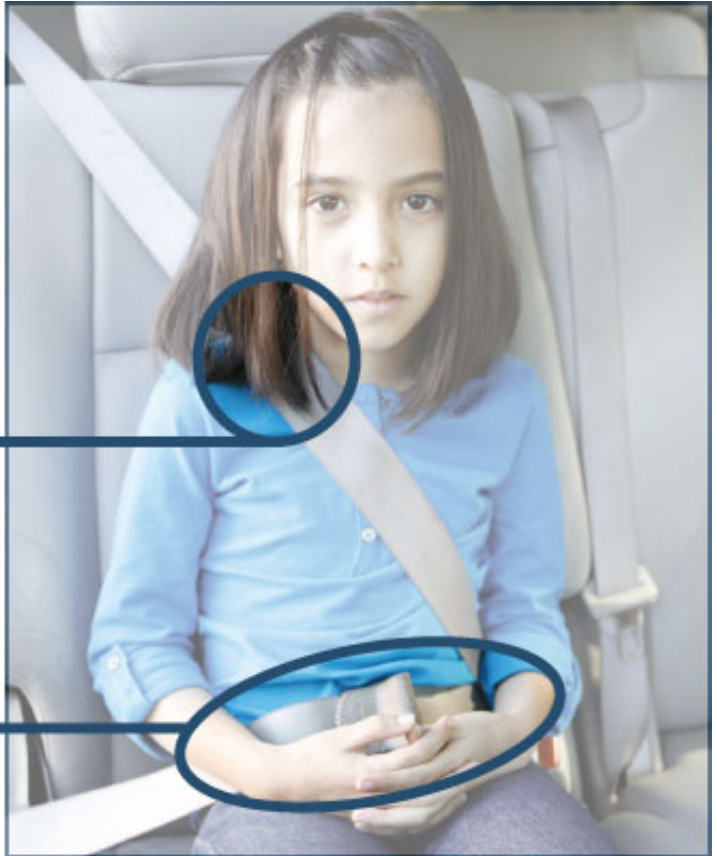
INCORRECT



Child needs a booster seat

**Incorrect:** Shoulder belt too close to neck

**Incorrect:** Lap belt too high on stomach



INCORRECT



Child needs a booster seat

**Incorrect:** Shoulder belt too close to neck

**Incorrect:** Lap belt too high on stomach





*Both the badly installed retention system and the wrong use of the seat belt, as well as those people that place it under the arm, will be a sanction because if you do not make proper use of the security systems, they lose their effectiveness, that is interpreted as not being used correctly, being a reason for serious sanction.*