CHAPTER 1

The 2026 Traffic Reform

What You Need to Know Before You Start



What is changing?

From **1 October 2026**, important changes to **Spanish traffic law** will come into force.

KEY DATE

1 October 2026

The reform is set out in **Royal Decree 518/2026** and particularly affects:

- **Pedestrians**
- **Cyclists**
- **Electric scooters and other PMVs**
- **Motorcycles and mopeds**
- **Car drivers and other vehicle users**
- **Motorhomes**
- **Emergency situations and traffic congestion**

PMV = Personal Mobility Vehicle



You do **not** need to memorise the Royal Decree.

What matters is knowing **what changes, when it changes and what you need to do.**

CHAPTER 1

Why is this reform being introduced?



The main idea is simple:

"To provide greater protection for people who are more likely to suffer serious injuries in a road traffic collision."

That is why the reform introduces new rules on:

- Overtaking
- Safety distances
- Helmets
- Gloves
- Footwear
- Electric scooters
- Bicycles
- Urban traffic
- Seat belts
- Emergencies
- Motorhomes

It also updates **Spanish traffic law** to reflect a reality that was far less common just a few years ago: cities full of bicycles, electric scooters, delivery riders, pedestrian areas and different forms of mobility.

A term you will see a lot: VULNERABLE ROAD USER

The reform expressly introduces this concept.

A **vulnerable road user** is a person who, because of how they travel or because of their personal circumstances, is at greater risk of suffering serious injury in a road traffic collision.

- Pedestrians
- Children
- Older people
- People with disabilities or reduced mobility
- Cyclists
- PMV riders
- Motorcycle and moped riders
- Motorcycle and moped passengers

WATCH OUT

Vulnerable does **NOT** mean always having priority.

Cyclists, pedestrians and motorcyclists must still obey traffic lights, road signs and right-of-way rules. The law provides **additional protection because these road users face a greater level of risk.**

What should you remember from this chapter?

If you only remember five things, make them these:

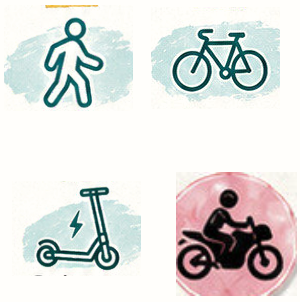
1 Key date

This is the general date on which the reform comes into force.

1 October 2026

2 Greater protection for vulnerable road users

Pedestrians, cyclists, electric scooter users and motorcyclists play an even more important role in the updated traffic rules.



3 PMVs will have clearer rules

Minimum age, helmet use, lighting, where they may travel and other requirements will be covered in the next chapter.



Two more things to remember



The reform also changes how you share the road.

4 The rules for motorcyclists are changing too



There will be new requirements concerning:

- Gloves
- Footwear
- Helmets
- High-visibility vests
- Use of certain road shoulders

5 The reform also affects car drivers

Even if you do not ride a bicycle, motorcycle or electric scooter, you will need to know the new rules on:

- Overtaking them
- Keeping a safe distance
- What to do in traffic congestion
- Creating an emergency corridor
- Passing stationary vehicles
- Driving in snow
- Sharing urban roads safely with other road users



The important thing

You do not need to memorise legal articles.
You need to understand what to do.

CHAPTER 1

Will the rules be the same in every city?



Some rules are established nationally and will apply everywhere.

However, **local authorities will continue to have powers to regulate certain aspects of urban mobility.**

For example, they may establish specific rules on:

- **Bicycle traffic**
- **PMV traffic**
- **Pedestrian areas**
- **Residential areas**
- **Parking**
- **Access restrictions**

An easy way to remember it

Spanish traffic law

= the basic rules

Local authority

= may develop some of those rules

⚠ A local by-law **cannot contradict Spanish traffic law.**

National rules = the foundation. Local authority = local implementation.

Not everything in the media is a brand-new rule

Over the coming months, you will see news articles, videos and social media posts discussing the "new DGT rules". Some will explain the reform accurately, while others may oversimplify it. Throughout this manual, we will always distinguish between:

NEW	CHANGED	CLARIFIED	LOCAL	TRANSITION
A genuinely new rule	An existing rule that is being changed	An existing rule being developed or clarified	A rule that depends on the local authority	A rule with a transitional period

This prevents you from studying something as "new" when it has actually been in force for years.

CHAPTER 1

Does everything change on 1 October?

OCTOBER
1
2026

No. This is a possible exam trap. Most of the new rules do begin to apply on **1 October 2026**, but some have a transitional period.

Examples include certain requirements relating to **daytime lighting for PMVs, moped helmets** and **technical specifications for gloves.**

Study tip: Whenever you study a new rule, always ask yourself:

Who does it apply to? • Where does it apply? • From what date?

Mini Test: Have You Understood It?

1 When does the reform generally come into force?

A) 26 June 2026.
B) 1 October 2026.
C) 1 January 2027.

2 Can a motorcyclist be considered a vulnerable road user?

A) No.
B) Yes.
C) Only if they are under 18.

3 Does being a vulnerable road user mean always having priority?

A) Yes.
B) Only in urban areas.
C) No.

4 Do all the new rules necessarily start on the same date?

A) Yes.
B) No. Some have transitional periods.
C) Only the rules affecting motorcycles.

5 Can a local authority contradict Spanish traffic law?

A) Yes.
B) No.
C) Only when regulating electric scooters.

ANSWER KEY

1B · 2B · 3C · 4B · 5B

In Summary

The October 2026 reform updates **Spanish traffic law** for a world in which more and more different road users share the same spaces: **cars · motorcycles · bicycles · PMVs · pedestrians.**

In the following chapters, we will focus **only on the changes you need to know**, using practical examples and paying particular attention to the theory test.

NEXT CHAPTER **Vulnerable Road Users: Pedestrians, Cyclists and Electric Scooters**

This is where some of the most important changes introduced by the reform begin.

CHAPTER 2

Vulnerable Road Users: Pedestrians, Cyclists and PMVs



The focus of the reform

Pedestrians, cyclists and electric scooter users are among the groups receiving the most attention in the October 2026 reform.

"The more vulnerable a road user is, the greater their protection should be."

Let's look at what changes for each group.

Pedestrians | **Cyclists** | **PMVs**

1 Pedestrians: the pavement is their space

The reform makes it much clearer that the pavement is a space reserved for pedestrians to move around and spend time in.

As a general rule, vehicles must not travel along the pavement. This also applies to bicycles and PMVs.

In other pedestrian areas that are not pavements, the local authority may allow bicycles or PMVs to share the space, but pedestrians will always retain priority.

An interesting exception

A local authority may allow children **up to 12** years old to cycle on the pavement. They must be under the supervision of an adult who is **on foot**.

Exam watch-out

Can a local authority allow PMVs to travel along the pavement? As a general rule, no. Do not confuse pavements with other pedestrian areas, where shared use may be authorised by a local by-law.

PMV = Personal Mobility Vehicle

Pedestrians: visibility and priority



2 Make yourself visible

On a road outside a built-up area, a pedestrian who has to walk on the carriageway or shoulder between sunset and sunrise, or in poor visibility, must carry or wear at least one light-emitting or reflective item.

It must be visible to drivers from a distance of at least **150 metres**.

150 m — minimum visibility

3 Which side should you walk on?

Where there is no usable pedestrian area, the general rule remains: walk along the **left-hand shoulder**, facing oncoming traffic.

However, anyone pushing or pulling a bicycle, a two-wheeled moped or a PMV must walk **on the right**.

Exam trap: pushing a bicycle → walk on the **right**.

4 Can you walk straight across a roundabout?

Not wherever you choose. A pedestrian must not cross directly through the carriageway of a roundabout. They must go around it and use a pedestrian crossing where one has been provided.

5 When do pedestrians have priority?

The reform reorganises and strengthens these situations. Among other cases, pedestrians have priority:

- At signposted pedestrian crossings.
- On pavements and in pedestrian areas.
- When a vehicle turns into another road and a pedestrian is already crossing it, even where there is no pedestrian crossing.
- When a vehicle crosses a shoulder along which pedestrians are walking.
- In certain situations when boarding or leaving public transport.
- When they are part of an organised school group or another organised procession.

Being a pedestrian does **not** mean having priority in every situation.

Bicycles: more space in the city



6 Must you use a cycle lane?

Not always. If there is no dedicated cycle route, a bicycle must use the carriageway.

Where there is a cycle lane or cycle route, its use is preferred. However, the authority may make its use compulsory by displaying sign **R-407a**.



Cycle lane → **preferred**.
R-407a → compulsory.

7 Cyclists may use the centre of the lane

This is an important rule for understanding how to share urban roads. Cyclists should preferably ride in the **centre of the lane**, provided they can do so without compromising their own safety or that of other road users.

Where there are two or more lanes in each direction, they will normally use the **right-hand lane**. They may use other lanes to change direction or when necessary for safety.

Do not force cyclists towards the kerb. Riding centrally is not necessarily wrong.

8 A new distance: 5 metres

If you are driving a motor vehicle behind a bicycle in the same lane, you must maintain a minimum gap of **5 metres**.

5 m → following a bicycle in the same lane.
1.5 m → lateral clearance in certain overtaking manoeuvres.
Full overtaking rules: **Chapter 4**.

5 m

behind a bicycle
in the same lane

9 Bicycles may move past stationary vehicles

At traffic lights and in congestion, cyclists may pass vehicles that are stationary or stopping frequently in order to reach advanced waiting areas for cyclists.

They may do so **on the right** or the left, choosing the safer option.

This does not mean cyclists may weave freely between vehicles in any situation. The rule is intended to help them safely reach the area reserved for bicycles at junctions and in congestion.

Bicycles: helmets, visibility and transport



10 Cycling in the opposite direction

On an urban street with a single lane, a speed limit of **30 km/h or less** and the appropriate signs, the local authority may allow bicycles to travel in both directions.

Important

This does not mean bicycles may ride against the traffic on any street. It must be expressly permitted and signposted.

11 Bicycle helmets: fewer exemptions

From October, bicycle riders and, where applicable, passengers must wear an approved or certified helmet:

- On roads outside built-up areas: compulsory.
- For anyone **under 16**: compulsory on **all types of road**.
- For people cycling as part of their work: also compulsory on urban roads and through-roads in built-up areas (travesías).

The reform removes the previous exemptions from wearing a helmet on roads outside built-up areas.

12 Cyclists: visible from 150 metres

When cycling on a road outside a built-up area at night or in significantly reduced visibility, the rider must use at least one light-emitting or reflective item visible from **150 metres**.

Anyone using a bicycle as part of their work must wear a **high-visibility reflective vest** while riding on **any type of road**.



150 m

See and be seen.

13 Carrying children and loads

The transport options are also being extended. On a bicycle built for one person, an adult rider may carry a child weighing **up to 22 kg**, provided the child can sit up unaided and uses a suitable seat.

Trailers or semi-trailers may also be used to carry people, loads or animals weighing **up to 15 kg**, subject to the relevant technical requirements.

On roads outside built-up areas, these options are permitted during **daylight and in good visibility**.

PMVs: important changes are coming



14 Minimum age: 15

Electric scooters and other Personal Mobility Vehicles (PMVs) are being given a much clearer national framework for road use.

From 1 October, anyone **under 15** will not be allowed to ride a PMV.

15 Helmets are compulsory

A PMV rider must wear an approved or certified protective helmet, **correctly fastened**.

Helmet use on an electric scooter should no longer be taught as something that simply depends on each city's by-laws. The requirement is included in **Spanish traffic law**.

16 How should a PMV rider signal a turn?

With their arm. PMV riders must use arm signals to warn other road users of the manoeuvres they intend to carry out.

Example

You are riding an electric scooter and want to turn left. You must signal the manoeuvre with your arm.

17 PMV lighting

The new rule requires PMVs to have their lights switched on. However, there are two important dates:

- **1 October 2026**: the reform comes into force.
- **1 October 2027**: the specific requirement to use the lights during the day also begins.

Exam trap: Do not confuse the general start date of the reform with the date when daytime lighting becomes compulsory.

18 PMVs at night: 150 metres

In addition to the vehicle's lights, a PMV rider travelling between sunset and sunrise, or when conditions significantly reduce visibility, must carry or wear at least one light-emitting or reflective item.

That item must be visible from a distance of at least **150 metres**.

150 m

CHAPTER 2

PMVs: routes, work and key numbers



19 Where must a PMV NOT be ridden?

As a general rule, PMVs remain prohibited on:

- Motorways (autopistas).
- Dual-carriageway roads classified as autovías.
- Through-roads in built-up areas (travesías).
- Ordinary roads outside built-up areas.
- Urban tunnels.

However, an exception is introduced: PMVs may use certain cycle routes, cycle lanes, separate cycle tracks, shared cycle paths and roads where motor-vehicle traffic is prohibited, unless signs prohibit PMVs.

For example, this will allow certain journeys between municipalities using cycling infrastructure.

20 A very important exception

A person with reduced mobility travelling on a PMV at walking pace is considered a **PEDESTRIAN** for the purposes of **Spanish traffic law**.

Watch out: Do not treat this situation in the same way as someone riding an electric scooter in the usual manner.

21 If you ride for work

Anyone carrying out their work while riding a bicycle, another cycle or a PMV must wear a **high-visibility reflective vest** while travelling on **any type of road**.

- Delivery riders using PMVs.
- Delivery riders using bicycles.
- Other workers who use these vehicles as part of their job.

Numbers to remember

15 years	Minimum age for riding a PMV.
Under 16	A bicycle helmet is compulsory on all types of road.
Up to 12	Possible local exception for children cycling on the pavement with an adult on foot.
5 metres	Gap behind a bicycle travelling in the same lane.
150 metres	Visibility of the specified light-emitting or reflective items.
22 kg	Maximum weight of a child carried in a suitable additional bicycle seat.
15 kg	Stated limit for animals transported in trailers.

Mini Test: have you understood it?

Choose one answer for each question.

1 **What will be the minimum age for riding a PMV?**

A) 14 years old.
B) 15 years old.
C) 16 years old.

2 **May a PMV normally be ridden on the pavement?**

A) Yes, if it is moving slowly.
B) Yes, if there are no pedestrians.
C) No.

3 **What gap must a motor vehicle maintain behind a bicycle travelling ahead in the same lane?**

A) 1.5 metres.
B) 3 metres.
C) 5 metres.

4 **Must a cyclist always use a cycle lane when one is available?**

A) Yes, always.
B) Its use is preferred; signs may make it compulsory.
C) Never.

5 **On a single-lane street with a 30 km/h limit, may a bicycle travel in the opposite direction?**

A) Always.
B) Never.
C) Yes, if the local authority permits it and signs indicate this.

6 **Must a PMV rider wear a helmet?**

A) Yes.
B) Only on roads outside built-up areas.
C) Only if they are under 18.

7 **At night, a PMV rider's personal light-emitting or reflective item must be visible from at least:**

A) 50 metres.
B) 100 metres.
C) 150 metres.

8 **A person with reduced mobility using a PMV at walking pace is considered:**

A) A cyclist.
B) A pedestrian.
C) A moped rider.

ANSWER KEY 1B · 2C · 3C · 4B · 5C · 6A · 7C · 8B

What to take away from this chapter

If your test were tomorrow, remember these points:



The pavement is for pedestrians.



Cyclists may preferably ride in the **centre of the lane** when it is safe.



Behind a bicycle in the same lane: leave at least **5 metres**.



Two-way cycling may be permitted on certain streets with a limit of **30 km/h or less**, but it must be authorised and signposted.



Bicycle helmets are compulsory on roads outside built-up areas, and for under-16s on **all types of road**.



PMVs: minimum age 15 and a compulsory helmet.



PMV riders signal their manoeuvres with their arm.



150 metres is a figure that appears repeatedly in the new visibility rules.



Bicycles and PMVs must not normally be ridden along pavements.



Anyone using a bicycle or PMV as part of their work must wear a reflective vest while riding.

15 years · 5 m · 150 m

PMV age · gap behind a bicycle · visibility

NEXT CHAPTER

Chapter 3. Motorcycles and Mopeds

Helmets, gloves, footwear, reflective vests and one of the reform's most notable changes: the possibility of using certain road shoulders in congested traffic.

CHAPTER 3

Motorcycles and Mopeds



More protection… and a long-awaited change

If you ride a motorcycle or a moped, this is one of the chapters you should pay particular attention to.

From **1 October 2026**, there are new requirements covering **gloves, footwear, helmets, high-visibility vests and use of the shoulder**.

The idea is simple: **reduce injuries to people travelling on particularly vulnerable vehicles**.

What you will learn



Protective gloves on roads outside built-up areas.



Closed footwear on all types of road.



UNECE R22 helmets and a transitional period for mopeds.



Shoulder use only on designated, signposted sections.



Carry a vest on the motorcycle; wear it when riding professionally.

1 Gloves: now compulsory

This is one of the clearest changes. From October, the following must wear **protective gloves**:

- The motorcycle rider.
- Their passenger.
- The moped rider.
- Their passenger.



Where? On roads outside built-up areas. In urban areas, this reform does not make them compulsory as a general rule.

Exam watch-out: the rule currently refers to “protective gloves”, not “type-approved gloves”. A future order from the Ministry of the Interior may set their technical specifications. In the meantime, gloves with the characteristics of those currently in use may be worn.

Easy to remember: GLOVES → ROADS OUTSIDE BUILT-UP AREAS.

CHAPTER 3

Footwear, helmets and key dates



2 No flip-flops: closed footwear



Riders and passengers must wear **closed footwear that covers the whole foot**.

There is an important difference from gloves: **urban roads — yes; roads outside built-up areas — yes**. Closed footwear is required on **all types of road**.

Not acceptable: flip-flops, open sandals or footwear that leaves part of the foot uncovered.

Exam tip: gloves → roads outside built-up areas; closed footwear → all types of road.

3 The helmet rule changes too

Helmets were already compulsory before this reform. The change is that the rule now expressly requires a **helmet type-approved in accordance with UNECE Regulation R22**. It must also be **properly fastened**.

The requirement applies to riders and passengers on **motorcycles, motorcycles with sidecars, mopeds, three-wheeled vehicles, quadricycles and quad-type special vehicles**.



Special attention for mopeds. Until now, Spanish traffic law allowed helmets that were "type-approved or certified". The reform tightens that rule, but includes a transitional period.

Moped riders and passengers may continue using helmets that are only certified for **one year from the reform's entry into force**: until **1 October 2027**.

1 October 2026

The new rule comes into force.

1 October 2027

The transitional period for certified moped helmets ends.

CHAPTER 3

Medical exemptions and shoulder use



4 What about medical reasons?

This is another change that can easily be overlooked. The previous rules provided a **medical exemption** from the obligations set out in Article 118. The reform **removes that specific exemption**.

From October, do not study the old rule as though a medical certificate still provided a general exemption from the protective equipment covered by Article 118.

Watch out: do not confuse this with medical exemptions that may apply to **seat belts**. They are different matters.

5 The major change: motorcycles on the shoulder

This is likely to be one of the most striking changes. **Motorcycles** may exceptionally use the **right-hand shoulder** during congestion.

But this does **not** mean: "There is a traffic jam → I can use the shoulder."

All of these conditions must be met:

- The section must have been designated for this use in advance.
- It must have road signs and road markings.
- Traffic in the normal lanes must be **stationary because of congestion**.
- The maximum speed is **30 km/h**.
- Motorcycles must travel **in single file**.
- Riders must take extra care.
- They must not endanger users who are required to use the shoulder.
- If necessary, they must leave the shoulder to let those users pass.

CHAPTER 3

Congestion, mopeds and reflective vests



6 Be careful: not every traffic jam qualifies

Imagine this situation: cars are moving slowly at **15 km/h**. May a motorcycle automatically use the shoulder? **No.**

The rule allows this exceptional use only when traffic in the normal lanes is **stationary because of congestion** and the section is **designated and signposted**.

Quick formula: MOTORCYCLE ON THE SHOULDER = designated section + signs + stationary traffic + maximum 30 km/h + single file.

7 What about mopeds?

Here is a useful exam trap. The new exceptional permission to use the shoulder during congestion applies specifically to **motorcycles**.



Do not confuse it with the normal shoulder-use rules for **mopeds**, which are already required to use the shoulder where it is **usable and sufficiently wide**.

For the exam: motorcycle using the shoulder in congestion → only on a designated section. Moped → its own ordinary shoulder-use rules apply.

8 A motorcycle must now carry a vest

Another change that is easy to remember: motorcycles must carry a **high-visibility reflective vest** as part of their equipment.



The motorcycle rider must also wear it if they get off the motorcycle and occupy the **carriageway or shoulder of a road outside a built-up area**.

This does NOT mean that every motorcyclist must wear the vest at all times while riding. **Carrying it on the motorcycle** and **wearing it while riding** are two different things.

CHAPTER 3

Riding for work, intercoms and exemptions



9 If you ride for work, you must wear it

There is an important distinction. People whose professional activity involves riding a **motorcycle or moped** must wear a **high-visibility reflective vest while riding on all types of road**.

For example: delivery riders, couriers and other professionals whose work involves travelling on these vehicles.

Do not confuse them: private motorcyclist → carries a vest on the motorcycle. Professional motorcyclist while working → **wears it while riding**.

10 Can you use helmet intercoms?

Yes, but not just any earphones. Spanish traffic law expressly allows devices that are **wireless, certified or type-approved, and integrated into the helmet**.



They may be used only for **intercommunication or navigation**, and must **not compromise riding safety**.

Still prohibited: riding while using conventional earphones, audio headphones or devices that reduce your attention to riding.

Exam watch-out: a permitted integrated helmet intercom is **not** the same as earphones for listening to music.

11 Any exemption from helmet, gloves and footwear?

Yes, but only in a very specific case. The vehicle must have **a protective structure and seat belts**, and these features must appear in **its documentation**.



The rider and passenger may then be exempt from wearing a **helmet, gloves and closed footwear**, but they must use the **seat belt**.

This is not the situation on a conventional motorcycle.

CHAPTER 3

Passenger ages and key numbers



What changes — and what was already in place

12 Are passenger age limits changing?

No. This matters because the article has been rewritten, but these rules **are not new in October**.

As a general rule, the passenger must be **over 12 years old**. Exceptionally, children **over 7 years old** may travel when the motorcycle or moped is ridden by their father, mother, guardian or an adult authorised by them.

The passenger must also wear a helmet and meet the other applicable conditions. This rule already existed before the reform.

Editorial principle: in this manual, we do not count a rule as "new" simply because it appears in an article that has been amended.

The numbers to remember

30 km/h	Maximum speed for a motorcycle using a shoulder designated for congestion.
12 years	General passenger age threshold.
7 years	Exception for certain passengers.
1 October 2026	General entry into force.
1 October 2027	End of the transitional period for certified moped helmets.

What to take away from this chapter

- **Gloves:** rider and passenger; roads outside built-up areas.
- **Closed footwear covering the whole foot:** all types of road.
- **Helmet:** type-approved under UNECE R22 and properly fastened.
- **Certified moped helmets:** transitional period until October 2027.
- **Motorcycles may use certain shoulders in congestion:** only if designated and signposted.
- **Stationary traffic + maximum 30 km/h + single file.**
- **A motorcycle must carry a high-visibility reflective vest.**
- **Professional motorcycle or moped riders:** wear the vest while riding for work.
- **Permitted intercoms: yes. Conventional earphones: no.**



Mini Test
Questions 1–5

Test yourself before checking the answers

1 **A motorcyclist is riding on a road outside a built-up area. Must they wear gloves?**

A) Only if it is raining.
B) Yes.
C) Only if the motorcycle is over 125 cc.

2 **What if they are riding in an urban area?**

A) Gloves become compulsory on all roads.
B) The reform specifically requires them on roads outside built-up areas.
C) They are compulsory only at night.

3 **Must the passenger also wear gloves on a road outside a built-up area?**

A) Yes.
B) No.
C) Only if they are a child.

4 **Where must closed footwear covering the whole foot be worn?**

A) Only on roads outside built-up areas.
B) Only on motorways.
C) On all types of road.

5 **In a traffic jam, may any motorcycle immediately use the shoulder?**

A) Yes, provided it does not exceed 30 km/h.
B) No. The section must be designated and signposted, and traffic in the normal lanes must be stationary because of congestion.
C) Yes, if the rider is wearing a vest.

ANSWER KEY: 1B · 2B · 3A · 4C · 5B

Mini Test
Questions 6–10

Final practice and next chapter

6 **What is the maximum speed for a motorcycle on a shoulder designated for this use?**

A) 20 km/h.
B) 30 km/h.
C) 40 km/h.

7 **Motorcycles using that shoulder must travel:**

A) Two abreast.
B) In single file.
C) In any formation, provided they do not exceed 30 km/h.

8 **Must a motorcycle carry a reflective vest as part of its equipment?**

A) Yes.
B) No.
C) Only motorcycles over 125 cc.

9 **A delivery rider is working on a motorcycle. Must they wear the vest while riding?**

A) Only at night.
B) Yes, on all types of road while carrying out their professional activity.
C) Only on motorways.

10 **Are conventional earphones inside a helmet allowed for listening to music?**

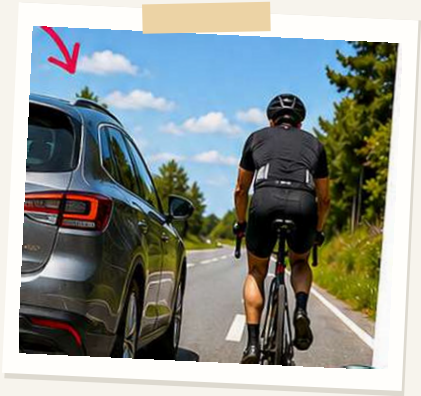
A) Yes.
B) Yes, provided only one earphone is used.
C) No.

ANSWER KEY: 6B · 7B · 8A · 9B · 10C

NEXT CHAPTER **Chapter 4. Overtaking and Safety Distances**
Next, we will look at some of the figures that are especially useful to memorise: **1.5 metres · a complete lane change · a 20 km/h reduction · vulnerable road users**.

CHAPTER 4

Overtaking and Safety Distances



Less speed, more space

This chapter contains several figures that are well worth learning:

1.5 m · 5 m · 20 km/h

The reform strengthens protection in particular when overtaking **pedestrians, cyclists, PMVs, mopeds, animals and animal-drawn vehicles**.



Pedestrians



Cyclists



PMVs



Mopeds



Animals and animal-drawn vehicles

The idea is simple: **when you overtake someone who is much more vulnerable than you, it is not enough to pass quickly: you must leave more space and reduce your speed.**

1 The 1.5-metre rule

When overtaking any of the following, you must leave a minimum lateral clearance of **1.5 METRES**:

- A pedestrian.
- An animal.
- An animal-drawn vehicle.
- A moped.
- A PMV.
- A bicycle or a group of cyclists.

To achieve this, you will need to use part or all of the adjacent lane or, where appropriate, the lane for oncoming traffic.

Is the 1.5-metre distance new?

Not entirely. A clearance of 1.5 metres already applied in various situations, especially when overtaking cyclists. The reform **reorganises and extends the rule**, expressly applying it to all the protected road users listed above.

Change lanes completely and reduce your speed



2 More than one lane? Change lanes completely

Moving over just a little is not enough. If the carriageway has **more than one lane in your direction**, you must **CHANGE LANES COMPLETELY** when overtaking these road users.

Imagine two lanes in your direction. Even if there is enough room to leave 1.5 metres, you must not overtake while remaining partly in the same lane. You must move fully into the adjacent lane.

More than one lane in your direction = a complete lane change.

3 Reduce your speed by 20 km/h

This is probably one of the most important rules in this chapter. When this type of overtaking takes place **outside a built-up area**, you must travel at least **20 km/h BELOW THE ROAD'S SPEED LIMIT** during the manoeuvre.

You must reduce your speed **before starting to overtake** and maintain that reduction **throughout the manoeuvre**.

4 Easy examples

Road speed limit	Maximum during overtaking
90 km/h	70 km/h
80 km/h	60 km/h
70 km/h	50 km/h
60 km/h	40 km/h

SPEED LIMIT - 20 km/h

5 Not the cyclist's speed

This could be a tricky exam question. Imagine that the road speed limit is **90 km/h** and the cyclist is travelling at **25 km/h**. What is your maximum speed when overtaking?

You do **not** have to travel 20 km/h more slowly than the cyclist. You must travel at least 20 km/h below **the road's speed limit**.

90 - 20 = 70 km/h maximum

Urban areas, groups and cycle routes



6 Subtract 20 km/h in town?

NO. The compulsory 20 km/h reduction applies when overtaking takes place **OUTSIDE A BUILT-UP AREA**.

The lateral clearance and complete lane change, where required, remain part of the general rule protecting these road users during overtaking.

Remember
1.5 m = lateral clearance.
Several lanes = a complete lane change.
Outside a built-up area = also, speed limit minus 20 km/h.

7 A group of cyclists

When several cyclists ride in a group, the reform treats them as **A SINGLE MOVING UNIT**.

For the purposes of this rule, the group must therefore be treated as a whole during the manoeuvre.



8 Protect the cyclist coming towards you too

When overtaking, you must not endanger or obstruct road users travelling in the opposite direction, **even if they are on the shoulder**.

Example
You are overtaking a cyclist when another cyclist approaches from the opposite direction on their shoulder. If completing the manoeuvre would force them to brake, move aside or take a risk: **DO NOT OVERTAKE.** Wait until you can do so safely.

9 A new prohibition near cycle routes

From October, overtaking is expressly prohibited:

- At signposted pedestrian crossings.
- **At intersections with cycle routes.**
- At level crossings.
- And **in their vicinity**.

INTERSECTION WITH A CYCLE ROUTE = NO OVERTAKING.

Passing an immobilised vehicle safely



1.5 m of clearance + a 20 km/h reduction

10 A broken-down vehicle: a new safety rule

Now imagine you come across a broken-down vehicle, or one involved in a collision, occupying part of your lane. When passing it, you must:

- Leave **at least 1.5 metres** of clearance.
- Reduce your speed by **at least 20 km/h relative to the road's speed limit**.

AT LEAST 1.5 m + LIMIT - 20 km/h

You may even need to use part of the oncoming lane to maintain the clearance, provided you can do so safely.

Example

The speed limit is **90 km/h** and a broken-down vehicle is occupying the lane. When passing it: **at least 1.5 m** of clearance and a **maximum speed of 70 km/h**.

11 It does not apply only to broken-down cars

This protection also applies when a vehicle is immobilised, occupying all or part of your lane, because of:

A collision.	**A breakdown.**
An emergency response.	**A roadside assistance operation.**
Maintenance work.	**Traffic regulation or management duties.**

Why this matters

The reason is clear: there may be **people working or road users outside their vehicles** nearby.

Exceptions and very slow road users



12 What if overtaking is prohibited?

There is an important exception. If an immobilised vehicle is occupying your lane on a section where overtaking is normally prohibited, you may pass it by entering the part of the road reserved for oncoming traffic when necessary, provided that:

- The vehicle has not stopped merely because of traffic conditions.
- You have checked that the manoeuvre can be carried out **without danger**.

Example
A broken-down car blocks part of your lane. You do not have to wait behind it indefinitely. You may pass it if the manoeuvre can be completed safely.

13 Exceptions also apply to very slow road users

In these same circumstances, the following may also be overtaken, provided this can be done without risk:

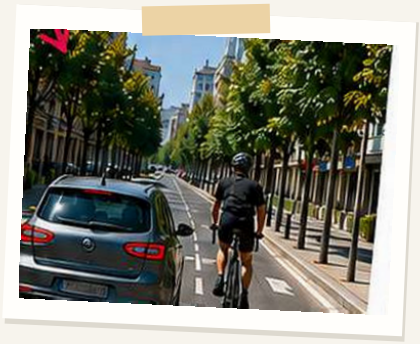
- Bicycles and other cycles.
- Mopeds.
- PMVs.
- Pedestrians.
- Animals.
- Animal-drawn vehicles.
- Certain special agricultural vehicles and their combinations.



But remember
An exception to a prohibition does **not** give you the right to overtake at any cost. If you cannot do it safely: **WAIT.**

CHAPTER 4

The other distance: 5 metres



14 The other distance: 5 metres

We have already covered this earlier in the manual, but here you need to relate it to the 1.5-metre rule.

On **urban roads**, a motor vehicle following a bicycle in the same lane must leave at least **5 METRES**.

Do not confuse them: the three figures apply to different situations.

Figure	What is it for?
5 m	A motor vehicle following a bicycle in the same urban lane.
1.5 m	Lateral clearance during the overtaking manoeuvres covered by the reform.
-20 km/h	Reduction relative to the road speed limit when overtaking outside built-up areas.

The chapter's memory trick: 1.5 – 5 – 20

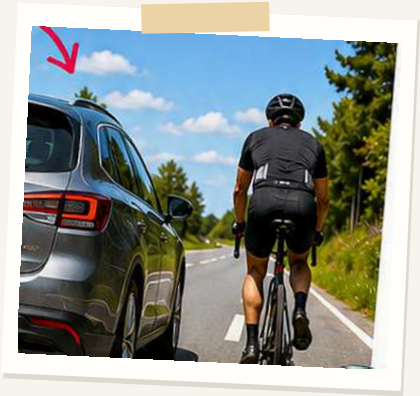
1.5 m
Lateral clearance.

5 m
Distance behind a bicycle in the same urban lane.

20 km/h
Reduction relative to the road speed limit outside built-up areas.

What you should take away from this chapter

- **1.5 metres** of lateral clearance.
- If there is more than one lane in your direction, **change lanes completely**.
- **Outside built-up areas:** travel at least 20 km/h below the road speed limit.
- The reduction must begin **before overtaking** and be maintained **until the manoeuvre is complete**.
- A group of cyclists is treated as **a single moving unit**.
- **Do not overtake** at intersections with cycle routes or in their vicinity.
- **Immobilised vehicle:** 1.5 m + a 20 km/h speed reduction.
- **Behind a bicycle in the same urban lane:** 5 metres.



Mini Test
Questions 1–5

Test yourself before checking the answers

1 **When overtaking a cyclist, the minimum lateral clearance is:**

A) 1 metre.
B) 1.5 metres.
C) 2 metres.

2 **A road has two lanes in your direction. When overtaking a cyclist, you must:**

A) Leave 1.5 metres without necessarily changing lanes completely.
B) Change lanes completely.
C) Sound the horn and pass quickly.

3 **You are overtaking a cyclist on a road with a 90 km/h speed limit. What is your maximum speed during the manoeuvre?**

A) 90 km/h.
B) 80 km/h.
C) 70 km/h.

4 **The 20 km/h reduction is calculated relative to:**

A) The cyclist's speed.
B) The road's speed limit.
C) The speed of the vehicle behind you.

5 **When must you already have reduced your speed by those 20 km/h?**

A) After starting to overtake.
B) Before starting to overtake, maintaining the reduction throughout the manoeuvre.
C) Only when you are alongside the cyclist.

ANSWER KEY: 1B · 2B · 3C · 4B · 5B

Mini Test
Questions 6–10

Final practice and next chapter

6 **Does the compulsory 20 km/h reduction also apply in urban areas?**

A) Yes, always.
B) No. This rule applies outside built-up areas.
C) Only if there is a cycle lane.

7 **Is overtaking allowed at an intersection with a cycle route?**

A) Yes.
B) Yes, if there are no cyclists.
C) No, neither at the intersection nor in its vicinity.

8 **When passing a broken-down vehicle occupying part of your lane, you must:**

A) Leave at least 1.5 m and reduce your speed by at least 20 km/h relative to the limit.
B) Sound the horn and maintain your speed.
C) Leave just one metre.

9 **For the purposes of this rule, a group of cyclists is considered:**

A) Several independent vehicles.
B) A single moving unit.
C) A priority vehicle.

10 **On an urban road, what minimum distance must a motor vehicle leave behind a bicycle travelling ahead in the same lane?**

A) 1.5 metres.
B) 3 metres.
C) 5 metres.

ANSWER KEY: 6B · 7C · 8A · 9B · 10C

NEXT CHAPTER **Chapter 5. Urban Traffic and New Lanes**
We will look at the new rules for urban areas, residential and school zones, and how the new **emergency corridor** works on motorways and dual carriageways (autopistas and autovías).

CHAPTER 5

Urban Traffic and New Lanes



The city is changing… and so is the way we make room for an emergency

For the first time, the reform dedicates an entire title of **Spanish traffic law** to urban areas.

The idea is that many different road users share urban spaces: **pedestrians, bicycles, PMVs, motorcycles, cars and delivery vehicles**. The rules must provide particular protection for those at greatest risk.


Pedestrians


Bicycles


PMVs


Motorcycles


Cars


Deliveries

This chapter also covers a very important change on motorways and dual carriageways: **THE EMERGENCY CORRIDOR**.

1 In urban areas, the pavement belongs to pedestrians

The new rules make it very clear: **PAVEMENT = SPACE FOR PEDESTRIANS**.

As a general rule, **cars, motorcycles, bicycles and PMVs must not travel along the pavement**.

In other pedestrian areas that are not pavements, the local authority may allow bicycles and PMVs to share the space, but **pedestrians retain priority**.

Easy to remember: Pavement → pedestrians. Other pedestrian area → shared use may be possible if the local authority permits it.



PAVEMENT = PEDESTRIANS

Shared use in other pedestrian areas only when the local authority permits it.

CHAPTER 5

Safer places and easier access



2 Residential-priority areas

Local authorities may create **residential-priority zones or areas**.

They may set special rules on **vehicle access, parking, loading and unloading, urban deliveries, speed limits** and other measures to encourage more sustainable mobility.

Example: In a residential neighbourhood, the local authority could restrict access for certain vehicles, reduce speeds, set delivery hours and restrict parking.

Important: This does not mean that every residential area has exactly the same rules. Follow the **signs and the local by-law** in each municipality.

3 Safe school routes

This is one of the most interesting urban changes. Local authorities may create **safe school routes or zones** around schools.

They may use measures such as **lower speed limits, traffic calming, restrictions on motor vehicles and restrictions on mopeds**.

The aim? To let children move around the school environment with **less traffic and less risk**.

4 Schools are not the only places being protected

Special safety measures must also be adopted near **schools, hospitals, centres for older people, centres for people with disabilities** and other similar places.

These measures may affect **speed, parking and traffic**, as well as other action designed to calm traffic.

Key idea: An area with particularly vulnerable road users = more protective measures.

5 Making it easier to get into and out of a car

Local authorities may set special conditions to make it easier for **children, older people, people with reduced mobility and people with disabilities** to get into and out of vehicles.

For example, they may **allow certain access to restricted areas** or **allow more time to get into or out of the vehicle**.

Example: A car is taking a person with reduced mobility to a place inside a restricted area. The local by-law may provide an exception allowing the car to take them to a suitable point nearby.

CHAPTER 5

Parking rules and restrictions



6 More tools for local authorities to regulate parking

Local by-laws may set **time limits**, provide for **removal or immobilisation** of vehicles in certain cases of non-compliance, introduce **different parking charges** and set **special accessibility conditions**.

A figure worth remembering: In time-controlled parking areas, the local authority may provide for removal or immobilisation where the vehicle has **no authorisation**, or has stayed for **more than three times the period paid for**, under the conditions laid down by the rule.

7 Parking may cost different amounts for different vehicles

Spanish traffic law allows local authorities to set parking charges that take account of **the vehicle's dimensions** and **its environmental classification**.

A simple example: Two different vehicles do not necessarily have to pay the same charge if the local by-law uses criteria based on **size + environmental classification**.

8 Can a motorcycle be parked on the pavement?

Be careful here. The general rule still protects the pavement as a pedestrian space. However, local authorities may use a by-law to regulate **stopping and parking two-wheeled vehicles** on pavements, promenades and other pedestrian areas.

This must always be done **without inconveniencing or obstructing pedestrians**, with particular attention to people with reduced mobility or disabilities.

Do not confuse: Riding along the pavement is **not** the same as parking there when a local by-law permits it.

9 Environmental restrictions

Spanish traffic law expressly includes the possibility of imposing total or partial restrictions on entry and traffic in **low-emission zones, residential-priority zones** and other roads within the powers of the relevant authority.

Important: The reform does **not** create low-emission zones for the first time. These already existed under other legislation. The reform incorporates and develops these types of restriction within **Spanish traffic law**.

CHAPTER 5

Sharing the road and making space



10 A change to some pedestrian traffic lights

This is a small change that could easily become an exam question. As a general rule, at a pedestrian crossing with dedicated signals, a **flashing amber light for vehicles** must not coincide with a **steady green light for pedestrians**.

The flashing amber phase must also be preceded by a **steady red light for vehicles**.

What you need to understand: The aim is to avoid situations where a driver and a pedestrian might both think, at the same time, that they are free to proceed.

11 Getting used to sharing urban roads with bicycles

We covered several of these rules in Chapter 2. Remember these three:

- **Centre of the lane.** Cyclists should preferably ride in the centre of the lane when it is safe.
- **5 metres.** A motor vehicle must leave at least 5 metres behind a bicycle travelling ahead in the same lane.
- **Two-way cycling.** On certain single-lane urban streets with a speed limit of 30 km/h or less, the local authority may allow bicycles to travel in both directions, provided the appropriate signs are in place.

12 The new EMERGENCY CORRIDOR

We now leave the city. This rule applies on **MOTORWAYS AND DUAL CARRIAGEWAYS**.

When congestion means that vehicles are **moving at walking pace** or **stationary**, drivers must leave a clear space **as priority vehicles approach**.

That space is called an **EMERGENCY CORRIDOR**.

Important: It is not a new lane painted on the road. It is a **space created by drivers moving apart**.

13 What if there are TWO lanes?

It is very simple: vehicles in the **left-hand lane move to the left**; vehicles in the **right-hand lane move to the right**.

The clear space is left **BETWEEN THE TWO LANES**.



Emergency corridor

CHAPTER 5

Three or more lanes and driving in snow

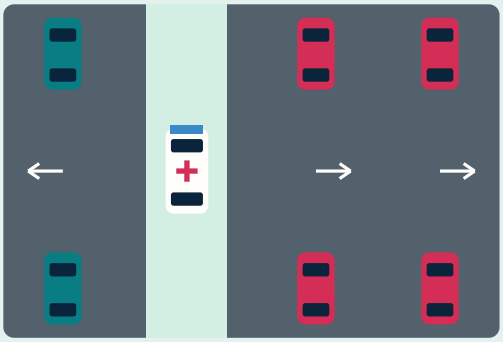


14 What if there are THREE or more lanes?

The arrangement is different. The emergency corridor is formed between **the leftmost lane** and **the lane immediately next to it**.

Vehicles in the leftmost lane move **as far to the left as possible**. Vehicles in **all the other lanes move to the right**.

Memory rule: TWO LANES → open up in the middle. THREE OR MORE → leftmost lane to the left + all other lanes to the right.



Emergency corridor

15 Do not wait until the ambulance is right behind you

The aim is to allow an approaching **priority vehicle** to pass. React in good time and avoid:

- Blocking the clear space.
- Repeatedly changing lanes.
- Using the gap to move ahead.
- Following behind the emergency vehicle.

The emergency corridor is there to help **priority vehicles** get through, not to gain places in a traffic jam.

16 Snow on a motorway or dual carriageway: lane use changes too

When snow makes driving difficult, **OVERTAKING IS PROHIBITED**.

Vehicles must use the **rightmost lane**. If there are three or more lanes, the lane immediately next to it may also be used.

The remaining lanes on the left must be kept clear for **emergency vehicles and snowploughs**.

Picture it: SNOW → cars to the right → emergency vehicles to the left.

CHAPTER 5

HOV lanes and the key points



17 HOV lanes are being updated too

Lanes reserved for high-occupancy vehicles (HOV lanes, known as **VAO** lanes in Spain) are generally intended for **motorcycles, cars and adaptable mixed-use vehicles**, subject to the conditions established for each section.

Among others, the following must not use them: **cars towing trailers, cycles, mopeds, PMVs, animal-drawn vehicles and pedestrians**.

Certain vehicles associated with people with reduced mobility and certain buses may also use them under the conditions laid down by the rule.

The key points to remember

Situation	Simple rule
Pavement	Space for pedestrians.
Residential area	May have special rules on access, speed and parking.
School	May have a safe school route and traffic calming.
Sensitive location	More protection and possible restrictions.
Parking on a pavement	Only where a local by-law regulates it, without inconveniencing pedestrians.
Low-emission zone	Entry and traffic may be restricted.
Traffic congestion	Create an emergency corridor when required.
2 lanes	Emergency corridor in the middle.
3 or more lanes	Between the leftmost lane and the lane next to it.
Snow	No overtaking; keep the relevant left-hand lanes clear.

Mini Test
Questions 1–6

Check the rule, then check your answer.

1 **May any vehicle travel along the pavement?**

A) Yes, at walking pace.

B) No. As a general rule, it is reserved for pedestrians.

C) Yes, when there are no pedestrians.

2 **May a local authority create a residential-priority zone?**

A) Yes.

B) No.

C) Only the DGT can do so.

3 **Which measures may be introduced on a safe school route?**

A) Only new traffic lights.

B) Lower speed limits, traffic-calming measures and traffic restrictions.

C) Only parking areas.

4 **Can parking charges vary according to the vehicle?**

A) No.

B) Yes. They may take its dimensions and environmental classification into account.

C) Only according to its age.

5 **May a local by-law regulate motorcycle parking on a pavement?**

A) Yes, subject to the conditions and without inconveniencing pedestrians.

B) No, never.

C) Yes, and it also permits riding along the pavement.

6 **Where is the emergency corridor formed on a motorway with two lanes in each direction?**

A) On the right-hand shoulder.

B) Between the two lanes.

C) On the left-hand shoulder.

ANSWER KEY

1B · 2A · 3B · 4B · 5A · 6B

Mini Test and the essentials

7 **On a motorway with three lanes, a vehicle in the left-hand lane must:**

A) Move to the right.

B) Remain stationary in the centre.

C) Move as far to the left as possible.

8 **When does the obligation to leave an emergency corridor arise?**

A) On any congested road.

B) On motorways and dual carriageways, when vehicles in congestion are moving at walking pace or stationary and a priority vehicle is approaching.

C) Only after an ambulance has passed.

9 **When snow makes driving difficult on a motorway or dual carriageway:**

A) You may overtake at low speed.

B) Overtaking is prohibited.

C) Only motorcycles may overtake.

10 **When there are three or more lanes and snow, the left-hand lanes that must be kept clear are intended especially for:**

A) Fast vehicles.

B) Motorcycles.

C) Emergency vehicles and snowploughs.

What you should take away from this chapter

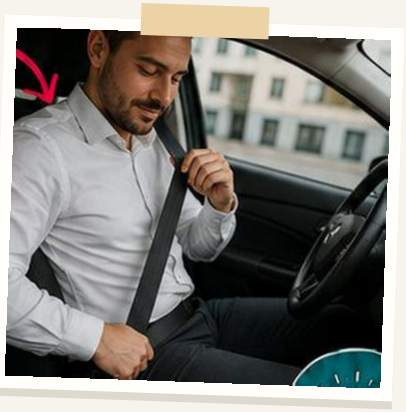
- The pavement is protected as a space for pedestrians.
- Local authorities may create residential-priority areas.
- Safe school routes and zones are introduced.
- Schools, hospitals and centres for older people or people with disabilities will have special traffic-calming measures.
- Local authorities may adapt time limits, charges and certain parking conditions.
- Environmental restrictions are incorporated into Spanish traffic law.
- You must know how to form an emergency corridor in motorway or dual-carriageway congestion.
- Two lanes → leave a gap in the middle.
- Three or more → leftmost lane to the left; all other lanes to the right.
- In snow: do not overtake; leave space for emergency vehicles and snowploughs.

NEXT CHAPTER **Chapter 6. Mandatory Equipment and Seat Belts**

We will look at who must wear a high-visibility vest, what changes for seat belts and which old exemptions disappear from October.

CHAPTER 6

Mandatory Equipment and Seat Belts



Fewer exemptions and a new requirement for motorcycles

This chapter includes one change that is particularly easy to understand:

From October, several groups who could previously travel without a seat belt in certain situations will have to wear one.

In addition:



Motorcycles must carry a high-visibility reflective vest.



The exemptions for vehicles on an emergency service and for ambulances are clarified.



An important rule for taxi drivers changes.

Let's look at it step by step.

1 The general rule does not change: always wear a seat belt

Drivers and passengers must wear their seat belts both in urban areas and on roads outside built-up areas.

This is not new. The changes on **1 October 2026** concern some of the exemptions that previously allowed people to travel without one.



URBAN AREAS



OUTSIDE BUILT-UP AREAS

2 Taxi drivers: the exemption ends

Until now, a taxi driver on duty could drive without a seat belt **within a built-up area**.

From **1 October 2026**, that exemption is removed. Taxi drivers must therefore wear a fastened seat belt, including when driving in urban areas.

TAXI DRIVER AT THE WHEEL = SEAT BELT FASTENED

Exam watch-out: Before: a taxi driver on duty in a built-up area could be exempt. Now: that exemption is removed.

CHAPTER 6

Delivery drivers and driving instructors



3 Delivery drivers must buckle up too

Another exemption being removed concerns people delivering goods. Until now, delivery drivers carrying out successive loading and unloading operations at very closely spaced locations could drive without a seat belt **within a built-up area**.

From October, even when the stops are very close together, they must wear a seat belt. The old exemption is removed.

LOADING → UNLOADING → LOADING → UNLOADING = SEAT BELT

Easy to remember: "I'm only going to the next door" is no longer an exemption.

4 Driving instructors: pay attention to this change

This one is especially relevant to us.

Until now, a person accompanying a learner during training or a driving test who was responsible for the vehicle's additional controls could be exempt from wearing a seat belt **within a built-up area**.

That exemption is also removed. From October:

INSTRUCTOR + DUAL CONTROLS = SEAT BELT

Example: You are giving a practical lesson in an urban area, sitting beside the learner with access to the dual controls. Before, an exemption existed. From October, you must wear your seat belt **properly fastened**.

5 The three exemptions you need to forget

Until now, the following could be exempt **within built-up areas**:

- Taxi drivers on duty.
- Delivery drivers making successive, closely spaced deliveries.
- The person responsible for the additional controls during training or driving tests.

FROM OCTOBER: ALL OF THEM → SEAT BELT

This is probably the most important part of the chapter.

Exemptions that still remain



Manoeuvres, emergency services and ambulances

6 But some exemptions still remain

The reform does not remove every exemption. The following exceptions remain:

- During a reversing manoeuvre. For example, reversing out of a parking space.
- During a parking manoeuvre, while the manoeuvre is being carried out.
- With a qualifying medical exemption: people who hold the relevant certificate for **serious medical reasons or disability**, under the conditions set out in **Spanish traffic law**.

Exam watch-out: Do not answer "From October, there are no seat belt exemptions at all." That would be incorrect.

7 Vehicles on an emergency service retain an exemption

Drivers and passengers in vehicles carrying out an emergency service may continue to be exempt from wearing seat belts when travelling **within built-up areas**.

However, this exemption does not apply when travelling on **motorways, dual carriageways or conventional roads**.

EMERGENCY SERVICE + BUILT-UP AREA → an exemption may apply.

MOTORWAY, DUAL CARRIAGEWAY OR CONVENTIONAL ROAD → seat belt.

8 Ambulances: a specific exemption

Imagine an ambulance equipped to provide medical care transporting a patient. A healthcare professional needs to attend to the patient during the journey and is in the **patient compartment**.

The new rules allow an exemption for people occupying that compartment to provide **medical assistance en route during an emergency service**. This exemption applies **on all types of road**.

Example: A healthcare professional is attending to the patient inside the ambulance. If they need to move or adopt a particular position to provide that care, they may rely on this exemption under the conditions set out in the rules.

CHAPTER 6

Taxis, children and medical exemptions



Two different rules: do not mix them up

9 Watch out: one taxi exemption does remain

This is a possible exam trap. The fact that the taxi driver must wear a seat belt does not mean that every special rule for taxis has disappeared.

In urban traffic or the urban areas of large cities, a taxi may continue to carry children who are **less than 135 cm tall** without a suitable child restraint system, provided they travel in a **rear seat**.

This rule remains in the new **Article 119**.

Do not confuse them: Taxi driver → seat belt compulsory. Child **less than 135 cm tall** → this specific exemption remains under the stated conditions. These are two different rules.

LESS THAN 135 cm — **Rear seat, under the stated urban conditions.**

10 The medical exemption from wearing a seat belt remains

This can also be confused with what we studied about helmets. The reform retains the possibility of a seat belt exemption where the person has the relevant certificate for **serious medical reasons or disability**.

But remember Chapter 3: the former specific medical exemption in **Article 119** for certain protective equipment covered by **Article 118** is removed.

SEAT BELT → a medical exemption may apply.

HELMET → do not automatically apply the same rule.

SEAT BELT ≠ HELMET

CHAPTER 6

Motorcycles must carry a vest



A new item of compulsory equipment

11 Motorcycles must carry a high-visibility vest

This is a clear new equipment requirement. From **1 October 2026**, every motorcycle must carry a **high-visibility reflective vest** as part of its **compulsory equipment**.

Until now, the **General Vehicle Regulations** required this equipment for other vehicles but did not specifically include motorcycles. The reform adds this requirement.

12 When must the motorcyclist put it on?

Carrying it on the motorcycle does not mean having to wear it all the time **while riding**.

The motorcycle rider must wear the vest when they get off the vehicle and are on the carriageway or shoulder of a road outside a built-up area.

Example: Your motorcycle breaks down on a road outside a built-up area. You get off and have to remain on the shoulder: VEST ON.

13 For car drivers, this is not new

Drivers of cars, buses, goods vehicles, mixed-use vehicles and certain vehicle combinations already had to wear a **high-visibility reflective vest** when leaving the vehicle and standing or walking on the carriageway or shoulder of a road outside a built-up area.

So what changes? The important October change is to include motorcycles too, and to add the vest to their **compulsory equipment**.

Carrying it on the motorcycle ≠ wearing it all the time

CHAPTER 6

Professional riders, V-16 and the key table



14 If you ride a motorcycle, moped, bicycle or PMV for work

As we saw earlier, people whose professional activity involves riding a motorcycle, moped, bicycle or other cycle, or a PMV must wear a **high-visibility reflective vest while riding**, on both urban roads and roads outside built-up areas.

Important distinction: A private motorcyclist carries the vest on the motorcycle and wears it when they must get off and be on the carriageway or shoulder outside a built-up area. A professional motorcyclist, while working, wears it **while riding**.

15 What about the V-16 warning device?

It is worth pausing here. The V-16 is not a new feature of this October reform.

The **General Vehicle Regulations** already include this device among the required equipment for the vehicles concerned. **Royal Decree 518/2026** does not introduce the V-16 now: the specific addition to **compulsory equipment** is the vest for motorcycles.

In this supplement, we will not count rules introduced by other reforms as “new in October”.

The table to remember

Before	From October 2026
A taxi driver on duty could be exempt within a built-up area.	**Seat belt required.**
A delivery driver making successive, closely spaced deliveries could be exempt.	**Seat belt required.**
The person responsible for the additional controls could be exempt.	**Seat belt required.**
Emergency service within a built-up area.	**The exemption remains.**
Medical exemption from wearing a seat belt.	**It remains.**
Motorcycles were not specifically required to carry a vest.	**A vest must be carried.**

Mini Test
Questions 1–5



Check your understanding

1 **From October 2026, a taxi driver on duty in an urban area:**

A) May continue without a seat belt.
B) Must wear a seat belt.
C) Only has to wear one when carrying passengers.

2 **A delivery driver makes deliveries every few metres. May they drive without a seat belt?**

A) Yes.
B) Yes, provided they do not exceed 30 km/h.
C) No.

3 **During a practical driving lesson, the instructor sitting beside the learner and responsible for the additional controls:**

A) Must wear a seat belt.
B) Is always exempt.
C) Only needs one outside built-up areas.

4 **May a driver remove their seat belt to carry out a parking manoeuvre?**

A) Yes. This exemption remains.
B) No.
C) Only in a private car park.

5 **Does an exemption from wearing a seat belt for certain medical reasons still exist?**

A) Yes.
B) No.
C) Only for people over 65.

ANSWER KEY: 1B · 2C · 3A · 4A · 5A

The test continues on the next page.

Mini Test
and the essentials

6 **A vehicle on an emergency service is travelling within a built-up area. May its occupants be exempt from wearing seat belts?**

A) Yes, under the conditions set out in Spanish traffic law.
B) No, never.
C) Only the driver.

7 **Does that same general exemption for vehicles on an emergency service apply on a motorway?**

A) Yes.
B) No.
C) Only at night.

8 **A healthcare professional is treating a patient in an ambulance providing medical care during an emergency service. May they be exempt from wearing a seat belt?**

A) Only in urban areas.
B) Yes, on all types of road while providing that care under the stated conditions.
C) Never.

9 **From October, what new item of compulsory equipment must a motorcycle carry?**

A) Two warning triangles.
B) A fire extinguisher.
C) A high-visibility reflective vest.

10 **Must a private motorcyclist always wear that vest while riding?**

A) Yes.
B) No.
C) Only when travelling above 90 km/h.

ANSWER KEY: 6A · 7B · 8B · 9C · 10B

What to take away from this chapter

This chapter can be summed up in one sentence: FEWER SEAT BELT EXEMPTIONS.

From October: taxi driver → seat belt; delivery driver → seat belt; instructor with dual controls → seat belt.

But some exemptions remain: reversing, parking, certain medical certificates and certain emergency services.

Remember the other major change: MOTORCYCLE + VEST = NEW COMPULSORY EQUIPMENT. The motorcycle must carry a **high-visibility reflective vest**.

"Taxis, deliveries and driving schools: from October, buckle up."

NEXT CHAPTER **Chapter 7. Motorhomes and Parking**

We will finally clarify a question that causes a great deal of confusion: when is a motorhome simply parked, and when is it doing more than just parking?

CHAPTER 7

Motorhomes and Parking



Parking or camping? Here is the key distinction

This chapter is short, but important.

From **1 October 2026**, **Spanish traffic law** expressly regulates, for the first time, how a motorhome or another vehicle fitted out as living accommodation must be parked.

You can learn the rule with just **three ideas**:



NOTHING EXTENDING BEYOND THE FOOTPRINT



TYRES ONLY



NO FLUID DISCHARGE

1 What actually changes?

Until now, motorhomes were subject to the general stopping and parking rules, supplemented by DGT instructions.

From October, Spanish traffic law itself includes a specific rule for them in **Article 92.4**.

For a motorhome to be considered correctly parked, **three conditions** must be met.

FOOTPRINT · TYRES · FLUIDS

First rule: nothing beyond the footprint



The vehicle's footprint is the key

2 First rule: nothing must extend beyond the vehicle

The motorhome must not extend any items beyond its own perimeter.

What does "perimeter" mean? The space occupied by the vehicle when viewed from above — its footprint.

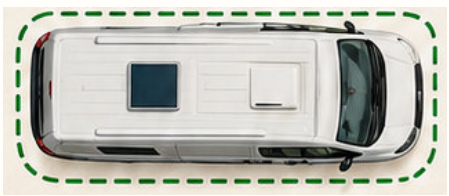
Therefore, if you are simply parked:

- Do not extend the awning.
- Do not put tables or chairs outside.
- Do not use items that increase the space occupied by the vehicle.

The DGT uses these very examples when explaining the difference between parking and other activities.

If the vehicle takes up more space than it does with everything closed, it no longer meets this parking condition.

CORRECT



Vehicle closed and within its footprint.

NOT CORRECT



Awning, tables or chairs outside the footprint.

Second rule: supported by its tyres



Chocks: yes. Stabiliser legs: no.

3 Second rule: supported by its tyres

The motorhome must rest **ONLY ON ITS TYRES**.

The rule does allow the use of **safety chocks or wedges**.

However, it must not be supported by items such as **stabiliser legs** or other devices that replace the normal support provided by the wheels.



✗ Stabiliser legs do not meet this condition.

Possible exam question

A correctly parked motorhome:

A) May be supported by stabiliser legs.

B) Must rest on its tyres, but may use safety chocks or wedges.

C) Must remain without any kind of chock.

Correct answer: B

Remember



Tyres

✓ Allowed



Safety chocks or wedges

✓ Allowed



Stabiliser legs

✗ Not allowed

No fluid discharge and sleeping inside



The key lies outside the vehicle

4 Third rule: no fluid discharge

While it is parked, a motorhome **MUST NOT DISCHARGE FLUIDS FROM ITS LIVING AREA**.

For example: grey water, wastewater or other liquids from the living accommodation.

The new **Article 92.4** expressly states this.



PARKED MOTORHOME = the water stays inside.

Use designated facilities to empty the tanks.

5 Can you sleep inside?

Being inside does not, by itself, turn parking into camping.

The DGT clarifies that, if the vehicle is correctly parked, it does not matter whether there are people inside, provided their activities do not extend outside in a way that breaches the relevant conditions.

Simply sleeping, eating, reading or staying inside therefore does not automatically change the nature of the parking.

The key lies outside: what matters is not simply what you do inside, but that the vehicle continues to meet the parking conditions.

CHAPTER 7

Parking is not the same as camping



And it does not mean you can park anywhere

6 So... how is parking different from camping?

Parking is a manoeuvre governed by traffic rules.

Camping, by contrast, falls mainly under tourism legislation and may also be subject to regional or local rules.

So do not learn an oversimplified statement such as **"Sleeping inside = camping." It is incorrect.**

PARKED

- Vehicle correctly parked.
- Within its footprint.
- Resting on its tyres.
- Safety chocks or wedges permitted.
- No discharge from the living area.

NO LONGER MEETS THE CONDITIONS FOR SIMPLY BEING PARKED

- Extends items beyond its footprint.
- Uses stabiliser legs.
- Discharges fluids.

In that case, the rules applicable to the activity being carried out must be followed.

7 Can a motorhome park anywhere?

No. The fact that a motorhome can park like any other vehicle does not mean that it can park wherever it wants.

Parking signs.	Time limits.	Road markings.	Prohibitions.	Local by-laws.

The reform does not create a right to park a motorhome anywhere.

CHAPTER 7

The local authority has a say too



Spanish traffic law + signs and local by-laws

8 The local authority still has a major say

Local authorities can regulate certain aspects of motorhome parking on their urban roads.

For example: where to park, maximum parking time, certain restrictions and dedicated motorhome areas.

In **March 2026**, the DGT itself updated its instruction on motorhomes to reflect the relationship between national rules and local by-laws.

Spanish traffic law

How the vehicle must be parked.

→

Signs and local by-laws

Where and under what conditions it may park.

Meeting the three parking conditions does not allow you to ignore signs or local restrictions.

Remember the three parking conditions

- **Nothing beyond the footprint**
- **Tyres only**
- **No fluid discharge**



Do not confuse these situations

Five typical exam scenarios

9 Do not confuse these situations

1 Scenario 1

- Correctly parked.
- Two people are sleeping inside.
- Nothing extends beyond the vehicle.
- Nothing is discharged.

It may still count as parking.

2 Scenario 2

- Parked.
- Awning extended.
- Table and chairs outside.

It no longer meets the conditions for simply being parked.

3 Scenario 3

- Parked.
- Safety chocks in use.
- Nothing extends beyond the vehicle.

Safety chocks or wedges are permitted.

4 Scenario 4

- Parked.
- Stabiliser legs in use.

It does not meet the requirement to rest only on its tyres.

5 Scenario 5

- Correctly positioned, but a sign prohibits parking.

It may not park there. Meeting the three specific motorhome conditions does not allow you to ignore the general rules or signs.

The chapter memory trick

FOOTPRINT	TYRES	FLUIDS
Nothing must extend beyond it.	The vehicle rests on them.	No discharge.



Mini Test + the essentials

Final chapter review

1 **A correctly parked motorhome may:**

A) Extend its awning.

B) Use safety chocks or wedges.

C) Place a table beside the vehicle.

2 **While parked, a motorhome must rest:**

A) On its tyres and stabiliser legs.

B) Only on its tyres, although safety chocks or wedges may be used.

C) On four chocks at all times.

3 **May a motorhome discharge water from its living area while parked?**

A) Yes, if the water is clean.

B) Yes, at night.

C) No.

4 **Does sleeping inside automatically turn parking into camping?**

A) Yes.

B) No.

C) Only if more than two people are sleeping inside.

5 **A motorhome is correctly parked but extends an awning beyond its footprint. Does it meet the new conditions?**

A) Yes.

B) No.

C) Only if the awning does not touch the ground.

6 **Can a local authority regulate motorhome parking?**

A) Yes, within its powers.

B) No.

C) Only the DGT can do so.

7 **Does a correctly parked motorhome have the right to park anywhere?**

A) Yes.

B) No. It must also obey signs, restrictions and local by-laws.

C) Yes, if it stays for less than 24 hours.

ANSWER KEY
1B · 2B · 3C · 4B · 5B · 6A · 7B

What to take away from this chapter

From October, **Spanish traffic law** expressly sets out how a motorhome must be parked.

Nothing extending beyond the vehicle · Tyres only · No fluid discharge.

Sleeping inside does **not automatically** mean camping. Always obey **signs and local by-laws**. Parking and camping are **different concepts** governed by different regulations.

A phrase to remember: Closed up, on its wheels and with no discharge: it may still count as parking.

NEXT CHAPTER **Chapter 8. Other Technical Changes**

We will bring together the changes we have not yet covered: HOV lanes, buses, roadside assistance vehicles, trailers, the regular driver and other smaller changes that also come into force in October.

CHAPTER 8

Other Changes You Should Know



Small changes that could become a big exam question

We have already looked at the most important changes in the reform.

However, there are still some more technical changes concerning **buses, HOV lanes, roadside assistance vehicles, the regular driver and cycle routes**.

They are not the main focus of the reform, but they are worth knowing about.

- Buses
- HOV lanes
- Roadside assistance
- Regular driver
- Cycle routes

1 Buses: the 80 km/h limit

If a bus carries **standing passengers where this is authorised**, or if the bus **does not have seat belts**, its maximum speed is **80 km/h**.

This applies on **any type of road outside a built-up area**.



What changes?

Previously, this limit was associated with certain conventional roads. The wording now makes it clear that it applies to **any road outside a built-up area**.

REMEMBER

BUS + authorised standing passengers OR no seat belts = **80 km/h outside built-up areas**.

HOV lanes: who may enter



2 May use the lane

- Motorcycles.
- Cars.
- Adaptable mixed-use vehicles.

All must comply with the **occupancy conditions for the particular section**.

3 May not use the lane

- Cars towing a trailer.
- Bicycles.
- Mopeds.
- PMVs.
- Animal-drawn vehicles.
- Pedestrians.

4 People with reduced mobility

A vehicle authorised to use an HOV lane may do so even with **only the driver on board** if it has the **V-15 sign** or the **parking card for people with disabilities and reduced mobility**.

Exam watch-out: An HOV lane does not always require two or more people. In certain cases, a vehicle with **just one occupant** may enter.

5 Some buses may also use HOV lanes

- Buses with a **maximum authorised mass (MAM) over 3,500 kg**.
- **Articulated buses**.

They may use certain HOV lanes **regardless of the number of occupants**, where this is permitted for that section.

FOLLOW THE SIGNS

Misusing an HOV lane may be a **serious offence**. The new wording classifies these behaviours as a "serious offence".

HOV = High-Occupancy Vehicle. Spanish road signs use "VAO".

CHAPTER 8

Roadside assistance and roadside workers



6 Assistance vehicles may use the shoulder

Certain vehicles providing roadside assistance on public roads, or infrastructure maintenance and upkeep, may use the **shoulder** to reach the location of a service when necessary.

Example: A vehicle has been involved in a collision or has broken down on the shoulder. Traffic is congested and the recovery vehicle needs to reach it.

7 How fast on the shoulder?

- As a general rule: **30 km/h maximum**.
- They must use the appropriate **warning lights** for the type of vehicle and service.
- **Exception:** priority vehicles responding to an emergency are not subject to this specific 30 km/h limit.

DO NOT CONFUSE

Motorcycle using a designated shoulder in a traffic jam: **30 km/h maximum**.

Assistance vehicle using the shoulder to reach a service: **30 km/h maximum**.

Two different situations, the same figure.

8 Workers on motorways and dual carriageways

As a general rule, pedestrians are not allowed on motorways or dual carriageways.

Exception: workers or occupants of emergency-service vehicles, maintenance and upkeep vehicles, roadside assistance vehicles or certain special vehicles may be on foot when it is **strictly necessary to provide the service** and they take the necessary safety precautions.



Example: A recovery vehicle is attending a broken-down vehicle on a motorway. Its operator may get out and work on the road if this is essential.

CHAPTER 8

The regular driver: an easy exam topic



9 A new case where a regular driver is required

If someone buys a vehicle and registers it in their own name but **does not have a driving licence**, from October a **regular driver** who holds the necessary authorisation to drive must be designated.



Example: A person without a driving licence buys a vehicle for their son to use regularly. The vehicle may be registered in that person's name, but the identity of its regular driver must be notified.

10 What exactly is a regular driver?

- Holds the necessary driving licence or permit.
- Is registered in the **Register of Drivers and Offenders**.
- Has given their **consent**.
- Drives that vehicle normally or **most frequently**.
- Has been notified as such to the **Vehicle Register** by the registered keeper or, in certain cases, by the long-term lessee.

Owner without a driving licence → must designate a regular driver.

CHAPTER 8

Shared surfaces and cycle routes



11 An important concept: a shared surface

An area with a **shared surface for the carriageway and pavement** is a space specially designed to encourage pedestrian movement.

In this space, **pedestrians have priority at any point on the carriageway**.

Picture a street without a kerb clearly separating pedestrians and vehicles.



PEDESTRIANS = PRIORITY

12 Cycle route definitions are also updated

The reform updates the definitions of:

- Cycle route.
- Cycle lane.
- Protected cycle lane.
- Pavement cycle track.

Important: A cycle route does not necessarily have to be exclusively for bicycles in every case. Use by other vehicles must be **authorised by the competent authority** and indicated by the appropriate **signs**.

Exam trap: Do not confuse a cycle route with a place that no other vehicle may ever enter.

13 New concepts we have already covered

The reform also introduces express legal definitions of:

- Residential-priority zone or area.
- Safe school path or route.
- Vulnerable road user.

You do not need to study them again from scratch. Just remember that they now have an **express definition in the legislation**.

CHAPTER 8

Not every rewritten article contains a new rule



Watch out: The fact that an article changes **does NOT mean that the entire rule is new**. Sometimes the Royal Decree reorganises the content, updates the wording, moves a rule to another article or brings Spanish traffic law into line with a rule that already existed in higher-level legislation.

Example: heavy vehicles and lane use

The reform brings together rules on driving outside built-up areas in **Article 31**.

However, the requirement for certain lorries, special vehicles and combinations over **7 metres** long to normally use the lanes furthest to the right on carriageways with **three or more lanes** already existed.

We will therefore **not count it as a new October rule**.

Another example: trailers towed by motorcycles

The new text again states that motorcycles, three-wheeled vehicles and mopeds may tow certain trailers, subject to conditions such as:

- Driving during daylight hours.
- A trailer weighing up to **50% of the towing vehicle's unladen mass**.
- A **10% reduction in the general speed limit**.
- **No passengers** in the trailer.



These conditions were already largely included before the reform, so we will not present them as a major new development either.

School routes still need technical development

Within **one year of the reform coming into force**, the Central Traffic Authority must set up technical groups of experts to prepare recommendations on school paths, school routes and school environments.

This is a measure to develop the reform, **not a new rule that drivers must apply directly**.

CHAPTER 8

The chapter in numbers



FIGURE	WHAT IT MEANS
80 km/h	A bus with authorised standing passengers or without seat belts, outside built-up areas.
30 km/h	General maximum for an assistance vehicle using the shoulder for these services.
3,500 kg	Appears in the rules for certain buses in HOV lanes and for heavy vehicles.
7 m	Lane-use rule for certain vehicle combinations; it is not a genuinely new rule.
1 year	Time limit for setting up technical groups on school routes and environments.

Mini test: questions 1–4

1 **A bus authorised to carry standing passengers is travelling outside a built-up area. Its maximum speed is:**

A) 90 km/h.
B) 100 km/h.
C) 80 km/h.

2 **That 80 km/h limit applies:**

A) Only on conventional roads.
B) On any type of road outside built-up areas.
C) Only on motorways.

3 **May a moped use an HOV lane?**

A) Yes.
B) No.
C) Only with two occupants.

4 **An eligible vehicle has only the driver on board and has the relevant parking card for a person with disabilities and reduced mobility. May it use an HOV lane in the specified circumstances?**

A) Yes.
B) Never with only one occupant.
C) Only if it is towing a trailer.

ANSWER KEY 1C · 2B · 3B · 4A

Mini test + the essentials



5 **A roadside assistance vehicle uses the shoulder to reach a service. As a general rule, it must not exceed:**

A) 20 km/h.
B) 30 km/h.
C) 50 km/h.

6 **May a recovery vehicle operator walk on a motorway?**

A) Never.
B) Yes, when this is strictly necessary to provide the service and the necessary safety precautions are taken.
C) Whenever they are wearing a high-visibility vest.

7 **A person without a driving licence registers a vehicle in their name. Must they designate a regular driver?**

A) Yes.
B) No.
C) Only if the vehicle is used professionally.

8 **In a shared-surface area:**

A) Vehicles always have priority.
B) Pedestrians have priority at any point on the carriageway.
C) Vehicles are always prohibited from entering.

9 **May other vehicles be authorised to use certain cycle routes?**

A) Never.
B) Yes, when the competent authority authorises it and it is signposted.
C) Only at night.

ANSWER KEY
5B · 6B · 7A · 8B · 9B

What to take away from this chapter

- Bus with standing passengers or without seat belts → **80 km/h maximum outside built-up areas**.
- In certain HOV lanes, the parking card for people with disabilities and reduced mobility allows an exception to the occupancy requirement.
- Assistance vehicles may use the shoulder to reach certain services → **normally 30 km/h maximum**.
- Roadside assistance and emergency workers may be on foot on a motorway when this is essential to provide the service.
- A person without a driving licence who registers a vehicle → must designate a **regular driver**.
- Shared-surface area → **pedestrians have priority at any point**.
- The definitions of cycle routes are updated.
- **Not every rewritten article contains a new rule.**

80 for the bus, 30 for roadside assistance, and a regular driver if the registered keeper cannot drive.

NEXT CHAPTER: Chapter 9. Complete Summary of All the Changes
We will now bring everything studied together in a large visual summary, distinguishing between amended rules, local rules and transitional periods.

CHAPTER 9

The 48 Key Changes in the Reform

Everything important, in one place.

See the whole reform at a glance

Royal Decree 518/2026 contains **26 formal amendment sections**, as well as additional, transitional and final provisions. **There is no official list of "48 changes".**

Why 48? In this manual, we have grouped them into **48 practical changes**: rules that a learner may need to learn or apply, without counting the same thing twice.

48
PRACTICAL CHANGES

An educational classification, not an official DGT figure.

N NEW	C CHANGED	M MUNICIPAL	T TRANSITION
A new rule or requirement	A rule that changes or is developed	Depends partly on the local authority	Has a transitional period

P PMVs and vulnerable road users

1 NEW

Vulnerable road user defined

Includes pedestrians — especially children, older people and people with disabilities or reduced mobility — cyclists, PMV riders, and motorcycle and moped riders and passengers.

2 NEW

PMVs: minimum age of 15

Anyone **under 15** will not be allowed to ride them.

3 NEW

PMVs: helmets compulsory

The rider must wear a **type-approved or certified helmet**, properly fastened.

4 NEW

Turns signalled with the arm

PMV riders must use their arm to warn other road users of their manoeuvres.

5 NEW TRANSITION

Lights on at all times

The general rule requires this. Use of the lights **during the day as well** becomes compulsory from **1 October 2027**.

6 NEW

Visible from 150 metres

At night or in reduced visibility, the rider must carry or wear at least one light-emitting or reflective item visible from **150 m**.

Base source stated in the manual: Royal Decree 518/2026

PMVs: exceptions and visibility

Cyclists: more protection

 PMV / cycle route

 Signs

150 m Visibility

P Final PMV changes

7 CHANGED

Exception to the interurban ban

They may use certain cycle routes, cycle lanes, segregated cycle tracks, shared-use paths and roads where motor vehicles are prohibited, **unless signs prohibit it**.

8 NEW

Reduced mobility: walking-pace PMV = pedestrian

A person with reduced mobility travelling on a PMV **at walking pace** is treated as a pedestrian.

9 NEW

Professional PMV use: wear the vest

Anyone using a PMV professionally must **wear a reflective vest** while riding on any type of road.

B Bicycles and cyclists

10 NEW

The old helmet exemptions end

On roads outside built-up areas, the exemptions for **extreme heat, prolonged uphill stretches and medical reasons** are removed. Helmets become compulsory without those exemptions.

11 NEW

Professional cyclists: more protection

During their professional activity: helmets are also required on **urban roads and through-roads in built-up areas**, and reflective vests must be worn while riding on any type of road.

12 CHANGED

Cyclists visible from 150 metres

On a road outside a built-up area, at night or in reduced visibility, the cyclist must use at least one light-emitting or reflective item visible from **150 m**.

Exam tip: "150 m" appears in the visibility requirements for both PMV riders and cyclists in the specified situations.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 9

More space, more options and new figures

The simple idea

In urban areas, the rules for bicycles become clearer: lane position, following distance, congestion and even riding in both directions where authorised.

Two numbers to remember

5 metres behind a bicycle in the same urban lane.
22 kg for a child carried in certain seats.

13 NEW

The carriageway is the normal place to ride

Where there is no dedicated infrastructure, bicycles use the carriageway. Where there is a cycle lane or cycle route, its use is preferred; it may be made compulsory by the **R-407a sign**.

14 NEW

In urban areas: the centre of the lane

Cyclists should preferably ride in the **centre of the lane** when safe. With several lanes in the same direction, they normally use the right-hand lane, using others to turn or for safety.

15 NEW

Following distance: 5 metres

A motor vehicle must keep at least **5 m** behind a bicycle ahead in the **same urban lane**.

16 NEW

Between stationary vehicles

At traffic lights and in congestion, cyclists may pass vehicles on the right or left to reach **advanced stop areas**.

17 NEW MUNICIPAL

Cycling in both directions

On single-lane streets limited to **30 km/h or less**, with the appropriate signs, the local authority may allow cycling in both directions.

18 NEW

Passengers and loads

Rules cover carrying children weighing up to **22 kg** in certain seats, and using trailers for people, loads or animals weighing up to **15 kg**, subject to the relevant conditions.

5 m
Distance behind a bicycle in the same urban lane.

30 km/h
Maximum street speed limit for allowing two-way cycling.

22 / 15 kg
Child in a seat / animal in a trailer, in the specified cases.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 9

Gloves, footwear, helmets and a change on the shoulder

Gloves

Rider and passenger: roads outside built-up areas.

Closed footwear

Rider and passenger: all types of road.

19 NEW

Gloves compulsory

The rider and passenger must wear them on **roads outside built-up areas**.

20 NEW

Closed footwear

The rider and passenger must wear **closed footwear covering the whole foot** on all types of road.

21 CHANGED TRANSITION

UNECE R22 helmets

The new rules require a helmet **type-approved under UNECE Regulation R22**. Moped users may continue using helmets that are only certified until **1 October 2027**.

22 CHANGED

Self-protection structure

If the vehicle has a self-protection structure and seat belts, recorded in its documentation, the rider and passenger may be exempt from helmets, gloves and closed footwear, but **must wear the seat belt**.

23 NEW

The old medical exemption for Article 118 ends

That general exemption for these protective items is no longer retained. The **medical seat-belt exemption** is separate and continues to exist.

24 NEW

Motorcycles on the shoulder in congestion

Only on **designated, signposted sections**, with traffic stationary, in single file and at a maximum of **30 km/h**.

25 NEW

Motorcycle + vest

The motorcycle must carry a **high-visibility reflective vest** as part of its equipment. Anyone riding a motorcycle or moped professionally must wear it while riding.

Quick exam trap: gloves = roads outside built-up areas. Closed footwear = all roads. Designated shoulder = 30 km/h maximum.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 9

1.5 m · minus 20 km/h and a complete lane change

The formula you need

Lateral clearance of **1.5 m** + a complete lane change where there are several lanes +, outside built-up areas, **20 km/h below the limit**.

Seat belts

From October, three familiar urban exemptions are removed.

26 CHANGED

Minimum lateral clearance: 1.5 m

The rule expressly covers overtaking pedestrians, animals, animal-drawn vehicles, mopeds, PMVs, bicycles and groups of cyclists.

27 CHANGED

A complete lane change

Where there are several lanes in the same direction, you must **change lanes completely** during these overtaking manoeuvres.

28 NEW

Outside built-up areas: limit minus 20 km/h

Before starting to overtake and throughout the manoeuvre, you must travel at least 20 km/h below the road's speed limit.

29 NEW

A group of cyclists = one unit

For the purposes of this manoeuvre, the group is treated as **a single moving unit**.

30 NEW

No overtaking at cycle-route intersections

The prohibition also applies **in their vicinity**.

31 NEW

Immobilised vehicle: 1.5 m + minus 20 km/h

When passing it: at least **1.5 m** clearance and at least **20 km/h below the limit**. In the specified cases, you may enter the lane for oncoming traffic if this poses no danger.

32 NEW

Three urban seat-belt exemptions end

From October, seat belts must be worn by **taxi drivers on duty**, delivery drivers making nearby deliveries, and instructors or accompanying persons responsible for additional controls during training or tests.

33 NEW

Patient-care ambulances

Anyone in the patient compartment providing healthcare during an emergency service may be exempt from wearing a seat belt **on all types of road**.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 9

Urban traffic gets a title of its own



Traffic lights



City / sharing the road



Traffic-calmed areas

34 NEW

An entire title for urban traffic

Spanish traffic law introduces **Title VI: Specific traffic rules in urban areas**. Local authorities may develop it, but may not contradict or undermine it.

35 CHANGED MUNICIPAL

Greater protection for pavements

Pavements are defined as spaces for pedestrians to move around and spend time in. Shared use with bicycles or PMVs may be authorised in other pedestrian areas. Children up to **12 years old** may also be allowed to cycle on pavements under the supervision of an adult on foot.

36 NEW

Shared surface = pedestrian priority

In an area where the carriageway and pavement form a shared surface, pedestrians have priority **at any point**.

37 NEW MUNICIPAL

Residential-priority areas

Local authorities may set restrictions on **access, traffic, parking, loading and unloading, and speed**.

38 NEW MUNICIPAL

New parking-management tools

Time limits; removal or immobilisation for lack of authorisation or exceeding **three times the paid-for period**; assistance for vulnerable people; charges based on dimensions or environmental classification; and regulation of two-wheeled vehicles.

39 CHANGED MUNICIPAL

Environmental restrictions

Spanish traffic law incorporates restrictions on entry and circulation in **low-emission zones**, residential areas or other roads within the relevant authority's powers.

40 NEW

Safe school routes

These gain express legal recognition and may include lower speeds, traffic calming and vehicle restrictions. There will also be special measures around schools, hospitals and centres for older people or people with disabilities.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 9

Motorhomes and emergencies
Snow, HOV and roadside assistance

41 NEW

Motorhomes: three rules

Correct parking means: **nothing extended beyond the footprint**, resting **only on the tyres** (chocks or wedges are allowed), and **no discharge of fluids** from the living area.

42 NEW

Emergency corridor

On motorways and dual carriageways, when a priority vehicle approaches stationary or walking-pace traffic: **2 lanes** — a gap between them; **3 or more** — between the leftmost lane and the next one.

43 NEW

Snow: no overtaking

If snow makes driving difficult on a motorway or dual carriageway: **no overtaking**, keep right, and leave the remaining left-hand lanes clear for emergency vehicles and snowploughs.

44 CHANGED

Buses: maximum 80 km/h

If a bus carries authorised standing passengers or has no seat belts: **80 km/h** on any road outside a built-up area.

45 CHANGED

HOV lanes

Eligible and excluded users are updated. Certain vehicles linked to reduced mobility and certain buses may use them with a single occupant in the specified cases. Incorrect use: **a serious offence**.

46 NEW

Roadside assistance via the shoulder

Roadside assistance vehicles and certain maintenance vehicles may use the shoulder to reach a service. General rule: maximum **30 km/h**, except for priority vehicles on an emergency service.

47 NEW

A regular driver must be designated

If an individual without a driving licence registers a vehicle in their name, they must designate a **regular driver** who holds the appropriate driving authorisation.

48 NEW

Pedestrian traffic lights

As a general rule, a flashing amber light for vehicles must not coincide with a steady green pedestrian light. The flashing amber phase must also be preceded by a **steady red light for vehicles**.

80 km/h

Bus with authorised standing passengers or no seat belts, outside built-up areas.

30 km/h

Roadside assistance on the shoulder, as a general rule.

2 / 3+ lanes

Two different ways to create an emergency corridor.

We do not count these as new rules: type-approved intercoms (already permitted); motorcycle passengers: 12 years / exception from 7; general conditions for motorcycle trailers; the 1.5 m clearance when overtaking cyclists; and the general ban on vehicles travelling along pavements. An amended article does not make every sentence new.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 9

The 15 points to study most
Figures + a 10-second challenge

PMVs
15 years + helmet + lights + 150 m

Motorcycles
Gloves outside built-up areas + closed footwear always

Motorcycle shoulder use
Designated + stationary traffic + 30 km/h

Bicycles
Centre of lane + 5 m behind

Overtaking
1.5 m + full lane change + minus 20 km/h

Immobilised vehicle
1.5 m + minus 20 km/h

Emergency
Create an emergency corridor

Snow
No overtaking

Seat belt
Taxi + deliveries + driving school

Motorcycle + vest
New equipment requirement

Motorhome
Footprint + tyres + no discharge

Two-way cycling
Only where authorised

Bus
80 km/h in the special case

Regular driver
Registered keeper without a licence

Key date
1 October 2026

The reform in numbers

15 years — Minimum PMV age

16 years — Cyclists under this age: helmet on all roads

12 years — Child cycling on pavement, subject to conditions

1.5 m — Lateral clearance

5 m — Behind a bicycle in the same urban lane

−20 km/h — Overtaking / immobilised vehicle

30 km/h — Designated motorcycle shoulder use / roadside assistance on the shoulder

80 km/h — Bus in the special case

150 m — Visibility of items

22 / 15 kg — Child in a seat / animal in a trailer

1 Oct 2026 — General entry into force

1 Oct 2027 — Certain transitional requirements

Final challenge: 10 seconds per question

1. PMV: minimum age
15 years

2. Motorcycle: gloves
Roads outside built-up areas

3. Motorcycle: closed footwear
All roads

4. Lateral clearance when overtaking
1.5 metres

5. Bicycle ahead, urban lane
5 metres

6. Overtaking outside built-up areas
At least 20 km/h below the limit

7. Motorcycle on a designated shoulder
Maximum 30 km/h

8. Motorhome
Footprint + tyres + no discharge

9. Taxi from October
Seat belt

10. General date
1 October 2026

Who? · Where? · When?

If you can answer those three questions, you will have a good grasp of much of the reform.

NEXT: CHAPTER 10 · PRACTICE TESTS

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

More Than 200 Practice Questions on the 2026 DGT Reform

Now it is time to show that you really know the changes.

Test yourself from page 71

This chapter brings together 210 questions focusing on the changes that come into force from 1 October 2026, together with their exceptions and transitional periods.

How to use it: Answer without looking, check the questions you get wrong and always review them by asking: Who does it apply to? Where does it apply? From what date?

210

PRACTICE QUESTIONS

Short, direct questions designed for driving-school learners.

3	1	T	A
Three options per question	One correct answer	Includes tricky questions	Answers at the foot of each page

? Test topics

PMVs	Pedestrians	Bicycles	Motorcycles
Overtaking	Immobilised vehicles	Emergency corridor	Snow
Seat belts	Motorhomes	Urban traffic	Traffic lights
HOV lanes	Buses	Roadside assistance	Regular driver
Key concepts	Exam traps	Final test	

Editorial note: Questions 186–189 and 191–200 have only two options in the Spanish original. This translation preserves them as supplied.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 1–4
PMVs

TOPIC	QUESTIONS	TEST MODE
PMVs	1–4	1 correct answer

Choose the correct answer

1 TEST

What will be the general minimum age for riding a PMV?

A. 14 years old.

B. 15 years old.

C. 16 years old.

2 TEST

May a child under 14 ride a PMV on a public road?

A. Yes, if accompanied by an adult.

B. Yes, if wearing a helmet.

C. No.

3 TEST

Will a helmet be compulsory when riding a PMV?

A. Yes.

B. Only on roads outside built-up areas.

C. Only for children.

4 TEST

A PMV rider's helmet must be:

A. Simply placed on the head.

B. Type-approved or certified and properly fastened.

C. Type-approved for motorcycles only.

Answer key: 1B · 2C · 3A · 4B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 5–8
PMVs

TOPIC	QUESTIONS	TEST MODE
PMVs	5–8	1 correct answer

Choose the correct answer

5 TEST

May a PMV normally travel along the pavement?

A. Yes, at less than 10 km/h.

B. Yes, if there are no pedestrians.

C. No.

6 TEST

May a local authority authorise a PMV to travel normally along a pavement?

A. Yes, without restrictions.

B. No. The pavement is reserved for pedestrians.

C. Only at night.

7 TEST

In pedestrian areas other than pavements:

A. A PMV may never enter.

B. The local authority may authorise PMV use under certain conditions.

C. The PMV always has priority.

8 TEST

If a PMV is authorised to travel through a pedestrian area:

A. It has priority over pedestrians.

B. It must respect pedestrians' priority.

C. It may use the horn to clear a path.

Answer key: 5C · 6B · 7B · 8B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 9–12
PMVs

TOPIC	QUESTIONS	TEST MODE
PMVs	9–12	1 correct answer

Choose the correct answer

9 TEST

How must a PMV rider signal certain manoeuvres?

A. With their arm.

B. With audible signals.

C. They do not need to signal them.

10 TEST

May a PMV travel on a motorway?

A. Yes.

B. Only on the shoulder.

C. No.

11 TEST

May a PMV travel on a dual carriageway?

A. No.

B. Yes, at less than 30 km/h.

C. Only during the day.

12 TEST

May it normally travel on a through-road in a built-up area?

A. Yes.

B. No.

C. Only if the rider wears a helmet.

Answer key: 9A · 10C · 11A · 12B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 13–16
PMVs

TOPIC	QUESTIONS	TEST MODE
PMVs	13–16	1 correct answer

Choose the correct answer

13 TEST

May a PMV normally travel through an urban tunnel?

A Yes.

B No.

C Only with its lights on.

14 TEST

May a PMV use certain cycle routes outside built-up areas?

A Never.

B Yes, in the permitted cases and unless prohibited by a sign.

C Only when accompanied by bicycles.

15 TEST

At night, a PMV rider must carry or wear a light-emitting or reflective item visible from at least:

A 50 metres.

B 100 metres.

C 150 metres.

16 TEST

The previous requirement also applies:

A When conditions significantly reduce visibility.

B Only after midnight.

C Only if it is raining.

Answer key: 13B · 14B · 15C · 16A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 17–20
PMVs

TOPIC	QUESTIONS	TEST MODE
PMVs	17–20	1 correct answer

Choose the correct answer

17 TEST

When will the requirement to use PMV lights during the day specifically begin to apply?

A. 1 October 2026.

B. 1 October 2027.

C. 1 January 2028.

18 TEST

A delivery rider who uses a PMV professionally must wear, while riding:

A. A high-visibility reflective vest.

B. Only a reflective wristband.

C. A vest only at night.

19 TEST

The professional requirement to wear a vest applies:

A. Only on roads outside built-up areas.

B. Only in urban areas.

C. On all types of road.

20 TEST

A person with reduced mobility uses a PMV at walking pace. Under Spanish traffic law, they will be considered:

A. A PMV rider.

B. A pedestrian.

C. A cyclist.

Answer key: 17B · 18A · 19C · 20B

Base source stated in the manual: Royal Decree 518/2026

Questions 21–24
Pedestrians

TOPIC	QUESTIONS	TEST MODE
Pedestrians	21–24	1 correct answer

Choose the correct answer

21 TEST

The pavement is intended mainly:

A. Equally for bicycles and pedestrians.

B. For pedestrians to move around and spend time in.

C. For low-speed PMVs.

22 TEST

A pedestrian walking along a road outside a built-up area with no usable pedestrian area must normally walk:

A. On their right.

B. On their left.

C. In the middle.

23 TEST

Which side should someone pushing a bicycle normally walk on?

A. The right.

B. The left.

C. Either side.

24 TEST

Someone pushing a two-wheeled moped must walk:

A. On the right.

B. On the left.

C. Always on the carriageway.

Answer key: 21B · 22B · 23A · 24A

Base source stated in the manual: Royal Decree 518/2026

Questions 25–28
Pedestrians

TOPIC	QUESTIONS	TEST MODE
Pedestrians	25–28	1 correct answer

Choose the correct answer

25 TEST

Someone pushing a PMV must walk:

A On the right.

B On the left.

C In the centre of the lane.

26 TEST

On a road outside a built-up area and in poor visibility, a pedestrian who has to walk on the shoulder or carriageway must be visible from:

A 50 m.

B 100 m.

C 150 m.

27 TEST

May a pedestrian cross directly through the carriageway of a roundabout?

A Yes, by the shortest route.

B No, except at a designated crossing.

C Yes, if there is no traffic.

28 TEST

Does a pedestrian have priority at a signposted crossing?

A Yes.

B No.

C Only if they raise their hand.

Answer key: 25A · 26C · 27B · 28A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 29–32
Pedestrians + Bicycles

TOPIC	QUESTIONS	TEST MODE
Pedestrians + Bicycles	29–32	1 correct answer

Choose the correct answer

29 TEST

If a vehicle turns into a road where a pedestrian is crossing:

A. The vehicle has priority.

B. The pedestrian has priority in the situations provided for.

C. It depends on the vehicle's power.

30 TEST

Being a vulnerable road user means:

A. Always having priority.

B. Being allowed to disobey signs.

C. Receiving special protection, without having absolute priority in every situation.

31 TEST

If there is no cycle route, a bicycle must travel:

A. On the pavement.

B. On the carriageway.

C. Always on the shoulder.

32 TEST

If there is a cycle route, its use will normally be:

A. Preferred.

B. Always optional, even if a sign makes it compulsory.

C. Prohibited for electric bicycles.

Answer key: 29B · 30C · 31B · 32A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 33–36
Bicycles

TOPIC	QUESTIONS	TEST MODE
Bicycles	33–36	1 correct answer

Choose the correct answer

33 TEST

Which sign can make use of a cycle route compulsory?

A. R-407a.

B. R-301.

C. P-1.

34 TEST

In urban areas, a cyclist should preferably ride:

A. Close to the kerb.

B. In the centre of the lane when safe.

C. On the line separating the lanes.

35 TEST

If there are several lanes in the same direction, a cyclist will normally use:

A. The leftmost lane.

B. The right-hand lane.

C. Any lane at random.

36 TEST

May the cyclist use other lanes?

A. Never.

B. Yes, to change direction or for safety reasons.

C. Only at night.

Answer key: 33A · 34B · 35B · 36B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 37–40
Bicycles

TOPIC	QUESTIONS	TEST MODE
Bicycles	37–40	1 correct answer

Choose the correct answer

37 TEST

In an urban area, a motor vehicle following a bicycle in the same lane must leave at least:

A 1.5 m.

B 3 m.

C 5 m.

38 TEST

The 5 metres referred to above are a:

A Lateral distance.

B Longitudinal distance.

C Vertical distance.

39 TEST

May a cyclist pass stationary vehicles to reach an advanced waiting area?

A Yes, in the situations provided for.

B Never.

C Only on the left.

40 TEST

In that situation, the cyclist may pass:

A On the right only.

B On the left only.

C On whichever side is safer.

Answer key: 37C · 38B · 39A · 40C

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 41–44
Bicycles

TOPIC	QUESTIONS	TEST MODE
Bicycles	41–44	1 correct answer

Choose the correct answer

41 TEST

May a bicycle travel against the traffic direction on any street with a 30 km/h limit?

A. Yes.

B. No.

C. As long as the rider wears a helmet.

42 TEST

To allow two-way cycle traffic, the street must, among other conditions:

A. Have a single lane and a speed limit of 30 km/h or less.

B. Be an urban motorway.

C. Have four lanes.

43 TEST

In addition, this two-way cycle traffic must be:

A. Authorised and signposted.

B. Verbally permitted by other drivers.

C. Indicated by the cyclist with an arm signal.

44 TEST

On roads outside built-up areas, helmets for cyclists are:

A. Compulsory under the new conditions.

B. Always optional.

C. Compulsory only at night.

Answer key: 41B · 42A · 43A · 44A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 45–48
Bicycles

TOPIC	QUESTIONS	TEST MODE
Bicycles	45–48	1 correct answer

Choose the correct answer

45 TEST

Does the old general exemption for extreme heat remain?

A Yes.

B No.

C Only in summer.

46 TEST

Does the old exemption for a prolonged climb remain?

A Yes.

B No.

C Only for adults.

47 TEST

A cyclist under 16 must wear a helmet:

A Only outside built-up areas.

B On all types of road.

C Only in cycle lanes.

48 TEST

A professional cyclist must wear a reflective vest while riding:

A Only on roads outside built-up areas.

B On any type of road.

C Only when it rains.

Answer key: 45B · 46B · 47B · 48B

Base source stated in the manual: Royal Decree 518/2026

Questions 49–52
Bicycles + Motorcycles

TOPIC	QUESTIONS	TEST MODE
Bicycles + Motorcycles	49–52	1 correct answer

Choose the correct answer

49 TEST

At night on a road outside a built-up area, a cyclist must be visible through the required item from at least:

A) 75 m.

B) 100 m.

C) 150 m.

50 TEST

An adult may carry a child weighing up to how much in a specified additional bicycle seat?

A) 15 kg.

B) 22 kg.

C) 30 kg.

51 TEST

From October, protective gloves are compulsory for a motorcycle rider:

A) Only on roads outside built-up areas.

B) Only in urban areas.

C) Only if it rains.

52 TEST

Must the passenger also wear them on a road outside a built-up area?

A) Yes.

B) No.

C) Only if under 18.

Answer key: 49C · 50B · 51A · 52A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 53–56
Motorcycles

TOPIC	QUESTIONS	TEST MODE
Motorcycles	53–56	1 correct answer

Choose the correct answer

53 TEST

Does the glove requirement also apply to the moped users covered by the rule?

A. Yes.

B. No.

C. Only to electric mopeds.

54 TEST

The new rule currently refers to:

A. Protective gloves.

B. Compulsory FIM racing gloves.

C. Any fabric gloves.

55 TEST

Their technical specifications may be developed through:

A. A subsequent order.

B. A decision by the motorcycle seller.

C. The insurance policy.

56 TEST

The rider's and passenger's footwear must:

A. Be closed and cover the whole foot.

B. Be any footwear secured around the ankle.

C. Only be waterproof.

Answer key: 53A · 54A · 55A · 56A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 57–60
Motorcycles

TOPIC	QUESTIONS	TEST MODE
Motorcycles	57–60	1 correct answer

Choose the correct answer

57 TEST

Closed footwear will be required:

A. Only on motorways.
B. On all types of road.
C. Only outside built-up areas.

58 TEST

Are flip-flops acceptable?

A. Yes.
B. No.
C. Only in urban areas.

59 TEST

Are open sandals acceptable?

A. Yes.
B. No.
C. Only for the passenger.

60 TEST

The helmet must be:

A. Properly fastened.
B. Simply resting on the head.
C. Fastened only on motorways.

Answer key: 57B · 58B · 59B · 60A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 61–64
Motorcycles

TOPIC	QUESTIONS	TEST MODE
Motorcycles	61–64	1 correct answer

Choose the correct answer

61 TEST

The new rules require a helmet type-approved in accordance with which regulation?

A. UNECE R22.

B. R-407a.

C. Euro 6.

62 TEST

Is there a transitional period for moped helmets that are only certified?

A. Yes.

B. No.

C. Only until December 2026.

63 TEST

That period ends on:

A. 1 October 2027.

B. 1 January 2027.

C. 31 December 2028.

64 TEST

May a motorcycle use the shoulder during any traffic jam?

A. Yes.

B. No.

C. Yes, if its hazard warning lights are on.

Answer key: 61A · 62A · 63A · 64B

Base source stated in the manual: Royal Decree 518/2026

Questions 65–68
Motorcycles

TOPIC	QUESTIONS	TEST MODE
Motorcycles	65–68	1 correct answer

Choose the correct answer

65 TEST

To do so, the section must be:

A. Designated and signposted.
B. Simply paved.
C. Next to a petrol station.

66 TEST

Traffic in the normal lanes must be:

A. Stationary because of congestion.
B. Moving at 70 km/h.
C. Completely clear.

67 TEST

The motorcycle's maximum speed on that shoulder will be:

A. 20 km/h.
B. 30 km/h.
C. 50 km/h.

68 TEST

Motorcycles using that shoulder must travel:

A. Two abreast.
B. In single file.
C. In any formation.

Answer key: 65A · 66A · 67B · 68B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 69–72
Motorcycles

TOPIC	QUESTIONS	TEST MODE
Motorcycles	69–72	1 correct answer

Choose the correct answer

69 TEST

If mopeds or bicycles are lawfully using the shoulder:

A. The motorcycle always has priority.

B. The motorcycle must respect them and give way when necessary.

C. They must leave the shoulder.

70 TEST

A motorcycle must carry as part of its equipment:

A. A high-visibility reflective vest.

B. Two compulsory warning triangles.

C. A spare helmet.

71 TEST

Must a private motorcycle rider always wear that vest while riding?

A. Yes.

B. No.

C. Only in summer.

72 TEST

If the rider gets off the motorcycle and enters the shoulder of a road outside a built-up area:

A. They must wear it.

B. They may leave it stored away.

C. They only need it at night.

Answer key: 69B · 70A · 71B · 72A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 73–76
Motorcycles + Overtaking

TOPIC	QUESTIONS	TEST MODE
Motorcycles + Overtaking	73–76	1 correct answer

Choose the correct answer

73 TEST

A professional delivery rider on a motorcycle must wear it:

A. On all types of road while carrying out their professional activity.

B. Only on motorways.

C. Only when carrying food.

74 TEST

Is a type-approved or certified wireless intercom integrated into the helmet permitted for navigation?

A. Yes, if it does not affect safety.

B. No.

C. Only in competitions.

75 TEST

Does this mean that ordinary earphones for listening to music are allowed?

A. Yes.

B. No.

C. Only when using one earphone.

76 TEST

The minimum lateral clearance when overtaking a cyclist is:

A. 1 m.

B. 1.5 m.

C. 2 m.

Answer key: 73A · 74A · 75B · 76B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 77–80
Overtaking

TOPIC	QUESTIONS	TEST MODE
Overtaking	77–80	1 correct answer

Choose the correct answer

77 TEST

This protection is also expressly extended to:

A PMVs and mopeds.

B Lorries only.

C Buses only.

78 TEST

Does it also apply when overtaking pedestrians?

A Yes.

B No.

C Only in urban areas.

79 TEST

Can it also apply to animals?

A Yes.

B No.

C Only to horses being ridden.

80 TEST

If there is more than one lane in the same direction, overtaking these road users requires:

A Staying in the same lane if there is 1.5 m of clearance.

B A complete lane change.

C Switching on the hazard warning lights.

Answer key: 77A · 78A · 79A · 80B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 81–84
Overtaking

TOPIC	QUESTIONS	TEST MODE
Overtaking	81–84	1 correct answer

Choose the correct answer

81 TEST

Is moving slightly into the adjacent lane enough?

A. Yes.

B. No.

C. Only at night.

82 TEST

Outside built-up areas, the speed must also be reduced:

A. By at least 10 km/h.

B. To at least 20 km/h below the speed limit.

C. To at least 30 km/h below the cyclist's speed.

83 TEST

That reduction is calculated from:

A. The cyclist's speed.

B. The road's speed limit.

C. The speed of the vehicle behind.

84 TEST

The speed reduction must take place:

A. After overtaking.

B. Before starting the manoeuvre.

C. Only when alongside the cyclist.

Answer key: 81B · 82B · 83B · 84B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 85–88
Overtaking

TOPIC	QUESTIONS	TEST MODE
Overtaking	85–88	1 correct answer

Choose the correct answer

85 TEST

Must it be maintained throughout the manoeuvre?

A Yes.

B No.

C Only for the first 10 metres.

86 TEST

A road has a 90 km/h limit. What is the maximum speed during one of these overtaking manoeuvres outside a built-up area?

A 90 km/h.

B 80 km/h.

C 70 km/h.

87 TEST

With an 80 km/h limit:

A 60 km/h.

B 70 km/h.

C 80 km/h.

88 TEST

With a 70 km/h limit:

A 70 km/h.

B 50 km/h.

C 40 km/h.

Answer key: 85A · 86C · 87A · 88B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 89–92
Overtaking

TOPIC	QUESTIONS	TEST MODE
Overtaking	89–92	1 correct answer

Choose the correct answer

89 TEST

Does the specific 20 km/h reduction apply in the same way within built-up areas?

A Yes.

B No.

C Only on streets with a 30 km/h limit.

90 TEST

For these purposes, a group of cyclists will be considered:

A A single moving unit.

B Several cars.

C A priority vehicle.

91 TEST

May you overtake at an intersection with a cycle route?

A Yes.

B No.

C Only if it is empty.

92 TEST

What about near that intersection?

A Yes.

B No.

C Only at night.

Answer key: 89B · 90A · 91B · 92B

Base source stated in the manual: Royal Decree 518/2026

Questions 93–96
Overtaking + Immobilised vehicles

TOPIC	QUESTIONS	TEST MODE
Overtaking + Immobilised vehicles	93–96	1 correct answer

Choose the correct answer

93 TEST

When overtaking, may you endanger a cyclist approaching from the opposite direction on the shoulder?

A. Yes, because they are on the shoulder.

B. No.

C. Only if you have signalled the manoeuvre.

94 TEST

If you cannot overtake safely:

A. You must wait.

B. You must sound the horn.

C. You must overtake quickly.

95 TEST

On an urban road, the minimum distance from a bicycle ahead of you in the same lane is:

A. 1.5 m.

B. 5 m.

C. 10 m.

96 TEST

When passing an immobilised vehicle occupying part of the lane, you must leave at least:

A. 1 m.

B. 1.5 m.

C. 3 m.

Answer key: 93B · 94A · 95B · 96B

Base source stated in the manual: Royal Decree 518/2026

Questions 97–100
Immobilised vehicles

TOPIC	QUESTIONS	TEST MODE
Immobilised vehicles	97–100	1 correct answer

Choose the correct answer

97 TEST

You must also reduce your speed:

A. To at least 20 km/h below the road's speed limit.

B. By exactly 5 km/h.

C. Only if you see people outside.

98 TEST

On a road with a 90 km/h limit, when passing the immobilised vehicle:

A. 90 km/h maximum.

B. 80 km/h maximum.

C. 70 km/h maximum.

99 TEST

This rule provides particular protection for:

A. People who may be working or outside their vehicles.

B. Only the broken-down vehicle.

C. Traffic travelling behind.

100 TEST

It may apply to vehicles stopped because of:

A. A breakdown or collision.

B. Voluntary parking only.

C. Police checks only.

Answer key: 97A · 98C · 99A · 100A

Base source stated in the manual: Royal Decree 518/2026

Questions 101–104

Immobilised vehicles + Emergency corridor

TOPIC	QUESTIONS	TEST MODE
Immobilised vehicles + Emergency corridor	101–104	1 correct answer

Choose the correct answer

101 TEST

It may also apply to certain operations involving:

A. Roadside assistance or maintenance.

B. Vehicle washing.

C. Loading personal luggage.

102 TEST

Could it be necessary to enter the space for oncoming traffic to pass the vehicle?

A. Yes, if it can be done without danger.

B. Never.

C. Always.

103 TEST

Could that be possible even in certain places where overtaking is prohibited?

A. Yes, under the conditions provided for.

B. No.

C. Only for buses.

104 TEST

The emergency corridor covered by the reform is formed mainly on:

A. Any urban street.

B. Motorways and dual carriageways.

C. Car parks.

Answer key: 101A · 102A · 103A · 104B

Base source stated in the manual: Royal Decree 518/2026

Questions 105–108
Emergency corridor

TOPIC	QUESTIONS	TEST MODE
Emergency corridor	105–108	1 correct answer

Choose the correct answer

105 TEST

Is it a new lane permanently marked on the road?

A) Yes.

B) No.

C) Only on toll motorways.

106 TEST

It is:

A) A space that drivers create by moving aside.

B) A shoulder reserved for motorcycles.

C) An HOV lane.

107 TEST

The requirement arises when, in a traffic queue, vehicles are:

A) Stationary or moving at walking pace.

B) Travelling at 100 km/h.

C) Overtaking.

108 TEST

In addition, there must be:

A) An approaching priority vehicle.

B) An arriving motorcycle.

C) A phone call from the DGT.

Answer key: 105B · 106A · 107A · 108A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 109–112
Emergency corridor

TOPIC	QUESTIONS	TEST MODE
Emergency corridor	109–112	1 correct answer

Choose the correct answer

109 TEST

On a road with two lanes in each direction, the space is formed:

A. Between the two lanes.

B. On the right-hand shoulder.

C. On the left-hand shoulder.

110 TEST

The vehicle in the left-hand lane moves:

A. To the left.

B. To the right.

C. It does not move.

111 TEST

The vehicle in the right-hand lane moves:

A. To the right.

B. To the left.

C. Towards the middle.

112 TEST

With three or more lanes, the emergency corridor is formed:

A. Between the leftmost lane and the lane next to it.

B. Between the two rightmost lanes.

C. On the shoulder.

Answer key: 109A · 110A · 111A · 112A

Base source stated in the manual: Royal Decree 518/2026

Questions 113–116
Emergency corridor + Snow

TOPIC	QUESTIONS	TEST MODE
Emergency corridor + Snow	113–116	1 correct answer

Choose the correct answer

113 TEST

Vehicles in every lane except the leftmost lane move:

A To the right.

B To the left.

C Towards the middle.

114 TEST

May a driver use the emergency corridor to move ahead in the queue?

A Yes.

B No.

C Only if they are in a hurry.

115 TEST

May a driver follow immediately behind the ambulance to take advantage of the space?

A Yes.

B No.

C Only a motorcycle may do so.

116 TEST

When snow makes driving difficult on a motorway or dual carriageway:

A Overtaking slowly is allowed.

B Overtaking is prohibited.

C Only cars may overtake.

Answer key: 113A · 114B · 115B · 116B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 117–120
Snow + Seat belts

TOPIC	QUESTIONS	TEST MODE
Snow + Seat belts	117–120	1 correct answer

Choose the correct answer

117 TEST

Vehicles must mainly use:

A. The right-hand lane.

B. The left-hand lane.

C. The shoulder.

118 TEST

If there are three or more lanes:

A. The lane immediately next to the right-hand lane may also be used.

B. Everyone must use the left-hand lane.

C. The right-hand lane must be kept clear.

119 TEST

The remaining lanes on the left must be kept clear especially for:

A. Emergency vehicles and snowploughs.

B. Fast cars.

C. Motorcycles.

120 TEST

From October, a taxi driver on duty in a built-up area:

A. May remain exempt from wearing a seat belt.

B. Must wear it.

C. Must only wear it when carrying passengers.

Answer key: 117A · 118A · 119A · 120B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 121–124
Seat belts

TOPIC	QUESTIONS	TEST MODE
Seat belts	121–124	1 correct answer

Choose the correct answer

121 TEST

A delivery driver making successive deliveries very close together:

A. Remains exempt.

B. Must wear a seat belt.

C. Only wears it outside built-up areas.

122 TEST

A driving instructor responsible for the additional controls:

A. Keeps the old exemption.

B. Must wear a seat belt.

C. Only needs to wear it during a test.

123 TEST

Are all seat-belt exemptions being removed?

A. Yes.

B. No.

C. Only in urban areas.

124 TEST

During a reversing manoeuvre:

A. The relevant exemption continues to exist.

B. Removing the seat belt is prohibited in every circumstance.

C. The exemption only applies to lorries.

Answer key: 121B · 122B · 123B · 124A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 125–128
Seat belts

TOPIC	QUESTIONS	TEST MODE
Seat belts	125–128	1 correct answer

Choose the correct answer

125 TEST

What about during certain parking manoeuvres?

A The exemption provided for remains.

B Never.

C Only in private car parks.

126 TEST

Can a seat-belt exemption for serious medical reasons or disability still exist?

A Yes, with the relevant certificate.

B No.

C Only for taxi drivers.

127 TEST

Occupants of certain vehicles on an emergency service may be exempt:

A Within a built-up area, in the situations provided for.

B Automatically on every motorway.

C On any road, without conditions.

128 TEST

A healthcare professional treating a patient in a medical ambulance on an emergency service:

A May qualify for the specific exemption on all types of road.

B Only within a built-up area.

C Never.

Answer key: 125A · 126A · 127A · 128A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 129–132
Seat belts + Motorhomes

TOPIC	QUESTIONS	TEST MODE
Seat belts + Motorhomes	129–132	1 correct answer

Choose the correct answer

129 TEST

Must a motorcycle carry a reflective vest as part of its equipment?

A Yes.

B No.

C Only motorcycles over 500 cc.

130 TEST

Is the V-16 a new requirement introduced by this October reform?

A Yes.

B No.

C Only for motorcycles.

131 TEST

To be correctly parked, a motorhome:

A May freely extend an awning.

B Must not extend items beyond its footprint.

C Must open all its windows.

132 TEST

May it put a table and chairs outside while still being simply parked?

A Yes.

B No.

C Only at night.

Answer key: 129A · 130B · 131B · 132B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 133–136
Motorhomes

TOPIC	QUESTIONS	TEST MODE
Motorhomes	133–136	1 correct answer

Choose the correct answer

133 TEST

It must rest:

A. Only on its tyres, subject to the provisions allowing safety chocks or wedges.

B. Always on stabilising legs.

C. On concrete blocks.

134 TEST

Are safety chocks or wedges allowed?

A. Yes.

B. No.

C. Only at campsites.

135 TEST

May it use stabilising legs while still being considered simply parked under this rule?

A. Yes.

B. No.

C. As long as there are two.

136 TEST

May it discharge water from the living compartment?

A. Yes, if it is clean.

B. No.

C. Only in the early hours of the morning.

Answer key: 133A · 134A · 135B · 136B

Base source stated in the manual: Royal Decree 518/2026

Questions 137–140
Motorhomes

TOPIC	QUESTIONS	TEST MODE
Motorhomes	137–140	1 correct answer

Choose the correct answer

137 TEST

Sleeping inside a correctly parked motorhome:

A. Automatically turns it into camping.

B. Does not by itself turn it into camping.

C. Is prohibited throughout Spain.

138 TEST

Eating inside:

A. Automatically turns it into camping.

B. Does not do so by itself.

C. Is prohibited.

139 TEST

May a correctly positioned motorhome ignore a no-parking sign?

A. Yes.

B. No.

C. Only for 24 hours.

140 TEST

May local authorities regulate aspects of motorhome parking?

A. Yes, within their powers.

B. No.

C. Only the DGT may do so.

Answer key: 137B · 138B · 139B · 140A

Base source stated in the manual: Royal Decree 518/2026

Questions 141–144
Urban traffic

TOPIC	QUESTIONS	TEST MODE
Urban traffic	141–144	1 correct answer

Choose the correct answer

141 TEST

The reform adds:

A. A specific title on urban traffic.
B. A total ban on vehicles in cities.
C. A separate code for each municipality.

142 TEST

Local by-laws:

A. May contradict Spanish traffic law.
B. May develop it within local authorities' powers, but may not contradict it.
C. Replace Spanish traffic law.

143 TEST

A residential-priority area may include:

A. Access restrictions.
B. Only free car parks.
C. Only bus lanes.

144 TEST

It may also include:

A. Special parking conditions.
B. Removing all pedestrians.
C. A compulsory increase in speed.

Answer key: 141A · 142B · 143A · 144A

Base source stated in the manual: Royal Decree 518/2026

Questions 145–148
Urban traffic

TOPIC	QUESTIONS	TEST MODE
Urban traffic	145–148	1 correct answer

Choose the correct answer

145 TEST

May it set special speed limits?

A. Yes.
B. No.
C. Only the DGT may do so.

146 TEST

Safe school routes may include:

A. Traffic-calming measures.
B. Higher speeds.
C. Removal of pedestrian crossings.

147 TEST

They may also establish:

A. Restrictions on certain vehicles.
B. A requirement to drive at 80 km/h.
C. Racing lanes.

148 TEST

Special protection is provided for around:

A. Schools.
B. Hospitals.
C. Both answers.

Answer key: 145A · 146A · 147A · 148C

Base source stated in the manual: Royal Decree 518/2026

Questions 149–152
Urban traffic

TOPIC	QUESTIONS	TEST MODE
Urban traffic	149–152	1 correct answer

Choose the correct answer

149 TEST

And also around centres for:

A. Older people or people with disabilities.

B. Professional drivers only.

C. Tourists only.

150 TEST

May a parking charge vary according to the vehicle's dimensions?

A. Yes.

B. No.

C. Only for motorcycles.

151 TEST

What about according to its environmental classification?

A. Yes.

B. No.

C. Only on roads outside built-up areas.

152 TEST

May a by-law regulate the parking of two-wheeled vehicles in certain pedestrian areas?

A. Yes, while protecting pedestrians.

B. Never.

C. Without any conditions.

Answer key: 149A · 150A · 151A · 152A

Base source stated in the manual: Royal Decree 518/2026

Questions 153–156
Urban traffic + Traffic lights

TOPIC	QUESTIONS	TEST MODE
Urban traffic + Traffic lights	153–156	1 correct answer

Choose the correct answer

153 TEST

Does regulating motorcycle parking on a pavement mean allowing motorcycles to travel along it?

A. Yes.

B. No.

C. Always.

154 TEST

Low-emission zones:

A. Are created for the first time by this reform.

B. Already existed, but the reform incorporates this type of restriction into Spanish traffic law.

C. Are being removed.

155 TEST

In an area where the carriageway and pavement form a single-level shared surface:

A. Pedestrians have priority at any point.

B. Cars always have priority.

C. Walking is prohibited.

156 TEST

As a general rule, a flashing amber light for vehicles at a controlled crossing:

A. May coincide with a steady green pedestrian light.

B. Must not coincide with a steady green pedestrian light.

C. Only operates at night.

Answer key: 153B · 154B · 155A · 156B

Base source stated in the manual: Royal Decree 518/2026

Questions 157–160
Traffic lights + HOV lanes

TOPIC	QUESTIONS	TEST MODE
Traffic lights + HOV lanes	157–160	1 correct answer

Choose the correct answer

157 TEST

The flashing amber phase must be preceded by:

A. A steady red light for vehicles.

B. A steady green light.

C. No signal.

158 TEST

HOV lanes are mainly intended for:

A. Motorcycles, cars and adaptable mixed-use vehicles under the specified conditions.

B. PMVs and pedestrians.

C. Bicycles only.

159 TEST

May a car towing a trailer normally use an HOV lane?

A. Yes.

B. No.

C. Only at night.

160 TEST

May a moped use it?

A. Yes.

B. No.

C. Only with a passenger.

Answer key: 157A · 158A · 159B · 160B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 161–164
HOV lanes

TOPIC	QUESTIONS	TEST MODE
HOV lanes	161–164	1 correct answer

Choose the correct answer

161 TEST

May a PMV travel in an HOV lane?

A. Yes.

B. No.

C. Only at 25 km/h.

162 TEST

May a bicycle normally travel in an HOV lane?

A. Yes.

B. No.

C. Only if it is electric.

163 TEST

Certain vehicles linked to people with reduced mobility may use it with:

A. Just one occupant, if they meet the specified requirements.

B. At least four occupants.

C. Nobody on board.

164 TEST

Some buses may use certain HOV lanes:

A. Regardless of the number of occupants, where this is provided for.

B. Never.

C. Only when empty.

Answer key: 161B · 162B · 163A · 164A

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 165–168
HOV lanes + Buses

TOPIC	QUESTIONS	TEST MODE
HOV lanes + Buses	165–168	1 correct answer

Choose the correct answer

165 TEST

Failure to comply with the rules on HOV lane use is classified as:

A. A serious offence.

B. A mere recommendation.

C. An exclusively municipal offence with no classification.

166 TEST

A bus authorised to carry standing passengers outside built-up areas has a maximum speed of:

A. 80 km/h.

B. 90 km/h.

C. 100 km/h.

167 TEST

The same limit applies to a bus that:

A. Has no seat belts.

B. Carries luggage.

C. Has air conditioning.

168 TEST

That limit applies:

A. Only on conventional roads.

B. On any road outside a built-up area.

C. Only within built-up areas.

Answer key: 165A · 166A · 167A · 168B

Base source stated in the manual: Royal Decree 518/2026

Questions 169–172
Roadside assistance

TOPIC	QUESTIONS	TEST MODE
Roadside assistance	169–172	1 correct answer

Choose the correct answer

169 TEST

May a roadside assistance vehicle use the shoulder to reach certain jobs?

A. Yes.
B. Never.
C. Only in urban areas.

170 TEST

As a general rule, its maximum speed on that shoulder will be:

A. 20 km/h.
B. 30 km/h.
C. 60 km/h.

171 TEST

These vehicles must also use:

A. The appropriate warning lights.
B. Only the horn.
C. No signal.

172 TEST

Priority vehicles on an emergency service:

A. Must necessarily comply with that specific 30 km/h maximum.
B. Are the exception provided for.
C. May not use the shoulder.

Answer key: 169A · 170B · 171A · 172B

Base source stated in the manual: Royal Decree 518/2026

Questions 173–176
Roadside assistance + Regular driver

TOPIC	QUESTIONS	TEST MODE
Roadside assistance + Regular driver	173–176	1 correct answer

Choose the correct answer

173 TEST

A roadside assistance worker may be on foot on a motorway:

A. Never.

B. When strictly necessary to provide the service and with safety measures in place.

C. Whenever they wish.

174 TEST

Can the same principle apply to maintenance staff?

A. Yes.

B. No.

C. Only in urban areas.

175 TEST

Can someone without a driving licence be the registered owner of a vehicle?

A. Yes.

B. No.

C. Only if they are a minor.

176 TEST

If an individual without a driving licence registers a vehicle:

A. They must nominate a regular driver.

B. They must sell it immediately.

C. The vehicle cannot be registered.

Answer key: 173B · 174A · 175A · 176A

Base source stated in the manual: Royal Decree 518/2026

Questions 177–180
Regular driver + Key concepts

TOPIC	QUESTIONS	TEST MODE
Regular driver + Key concepts	177–180	1 correct answer

Choose the correct answer

177 TEST

The regular driver must:

A. Hold the necessary authorisation to drive.

B. Have no driving licence.

C. Necessarily be a relative of the registered owner.

178 TEST

Must the regular driver necessarily be the registered owner's child, spouse or relative?

A. Yes.

B. No.

C. Only for motorcycles.

179 TEST

The reform adds an express definition of:

A. Vulnerable road user.

B. Sports driver.

C. Urban racing driver.

180 TEST

Vulnerable road users include:

A. Cyclists.

B. PMV riders.

C. Both answers.

Answer key: 177A · 178B · 179A · 180C

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 181–184
Key concepts

TOPIC	QUESTIONS	TEST MODE
Key concepts	181–184	1 correct answer

Choose the correct answer

181 TEST

Does this also include motorcycle riders?

A. Yes.
B. No.
C. Only if they are under 21.

182 TEST

And motorcycle and moped passengers?

A. Yes.
B. No.
C. Only on roads outside built-up areas.

183 TEST

The reform also adds the concept of:

A. A safe school path or route.
B. A school motorway.
C. A compulsory tourist lane.

184 TEST

It adds the concept of:

A. A residential-priority area.
B. An urban racing zone.
C. A shopping lane.

Answer key: 181A · 182A · 183A · 184A

Base source stated in the manual: Royal Decree 518/2026

Questions 185–188
Key concepts + Exam traps

TOPIC	QUESTIONS	TEST MODE
Key concepts + Exam traps	185–188	1 correct answer

Choose the correct answer

185 TEST

The concepts being updated relate to:

A Cycle routes.

B Cycle lanes.

C Both answers.

186 TEST

“PMV = 15 years old.” Is that correct?

A Yes.

B No.

187 TEST

“Motorcycle = gloves on all types of road.” Is that correct?

A Yes.

B No.

188 TEST

“Motorcycle = closed footwear on all types of road.”

A Correct.

B Incorrect.

Answer key: 185C · 186A · 187B · 188A

Base source stated in the manual: Royal Decree 518/2026

Questions 189–192
Exam traps

TOPIC	QUESTIONS	TEST MODE
Exam traps	189–192	1 correct answer

Choose the correct answer

189 TEST

“Bicycle ahead in the same urban lane = 1.5 m.”

A Correct.

B Incorrect.

190 TEST

The correct figure in that situation is:

A 5 m.

B 10 m.

C 20 m.

191 TEST

“Overtaking a cyclist outside a built-up area = speed limit - 20 km/h.”

A Correct.

B Incorrect.

192 TEST

“That 20 km/h reduction is calculated from the cyclist’s speed.”

A Correct.

B Incorrect.

Answer key: 189B · 190A · 191A · 192B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Questions 193–196
Exam traps

TOPIC	QUESTIONS	TEST MODE
Exam traps	193–196	1 correct answer

Choose the correct answer

193 TEST

“Motorcycle on a designated shoulder in congestion = 30 km/h maximum.”

A Correct.

B Incorrect.

194 TEST

“Any traffic jam automatically allows a motorcycle to use the shoulder.”

A Correct.

B Incorrect.

195 TEST

“Correctly parked motorhome = may extend an awning.”

A Correct.

B Incorrect.

196 TEST

“Sleeping inside = always camping.”

A Correct.

B Incorrect.

Answer key: 193A · 194B · 195B · 196B

Base source stated in the manual: Royal Decree 518/2026

Questions 197–200
Exam traps

TOPIC	QUESTIONS	TEST MODE
Exam traps	197–200	1 correct answer

Choose the correct answer

197 TEST

“Taxi in an urban area from October = seat belt.”

A Correct.

B Incorrect.

198 TEST

“Driving instructor with dual controls = still exempt.”

A Correct.

B Incorrect.

199 TEST

“The motorcycle must carry a vest as part of its equipment.”

A Correct.

B Incorrect.

200 TEST

“Private motorcycle rider = vest worn throughout the ride.”

A Correct.

B Incorrect.

Answer key: 197A · 198B · 199A · 200B

Base source stated in the manual: Royal Decree 518/2026

Questions 201–204
Final test

TOPIC	QUESTIONS	TEST MODE
Final test	201–204	1 correct answer

Choose the correct answer

201 TEST

A driver is travelling on a road with a 90 km/h limit and overtakes a bicycle. Under the new rule, what is the maximum speed during the manoeuvre?

A) 90 km/h.

B) 80 km/h.

C) 70 km/h.

202 TEST

In that same situation, the driver must leave a lateral clearance of at least:

A) 1 m.

B) 1.5 m.

C) 5 m.

203 TEST

If there are two lanes in the driver's direction:

A) The driver must change lanes completely.

B) The driver may stay in the same lane if there is 1.5 m of clearance.

C) The driver must stop.

204 TEST

A motorcyclist reaches a traffic queue. The shoulder is not designated for motorcycles. May the rider use it?

A) Yes, at 30 km/h.

B) No.

C) Yes, if wearing a vest.

Answer key: 201C · 202B · 203A · 204B

Base source stated in the manual: Royal Decree 518/2026

Questions 205–208
Final test

TOPIC	QUESTIONS	TEST MODE
Final test	205–208	1 correct answer

Choose the correct answer

205 TEST

The shoulder is designated, but traffic is still moving slowly. May the rider use it under the special rule studied?

A. Yes.

B. No, not if the condition that traffic must be stationary because of congestion is not met.

C. Always.

206 TEST

A person rides a PMV at night. In addition to the required vehicle lights, they must:

A. Carry or wear the specified light-emitting or reflective item, visible from 150 m.

B. Wear two compulsory vests.

C. Ride on the pavement.

207 TEST

A professional delivery rider uses a PMV during the day:

A. They must wear a reflective vest.

B. They only need it at night.

C. They are exempt.

208 TEST

A bicycle travels in the centre of an urban lane when it is safe:

A. The rider is necessarily breaking the rule.

B. The rider may do so under the new rules.

C. The rider may only do so if there are no cars.

Answer key: 205B · 206A · 207A · 208B

Base source stated in the manual: Royal Decree 518/2026

Questions 209–210
Final test

TOPIC	QUESTIONS	TEST MODE
Final test	209–210	1 correct answer

Choose the correct answer

209 TEST

A single-lane street has a 30 km/h limit, but there is no sign authorising bicycles to travel against the traffic direction:

A. They may do so anyway.

B. They may not do so solely on the basis of the 30 km/h limit.

C. They always have priority.

210 TEST

A motorhome is parked with nothing extending beyond its footprint, resting on its tyres and discharging no fluids. Its occupants are sleeping inside:

A. Sleeping automatically turns it into camping.

B. It may still be considered parked if it complies with the other rules.

C. It must leave the location.

Answer key: 209B · 210B

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

Mark your test and identify your weak areas

190–210
Expert level
You have a very good grasp of the changes.

170–189
Very good level
Review only your mistakes.

145–169
Doing well
Focus your revision on figures and exceptions.

120–144
Another round
Work through the topic blocks again.

0–119
More revision needed
First return to Chapters 2, 3, 4, 5 and 6.

How to check your answers properly

1. Mark your mistakes
Write down the number of each question you answered incorrectly.

2. Find the topic
Return only to the topic you are getting wrong.

3. Repeat the next day
Answer the questions you got wrong again.

The real goal is not to memorise a letter, but to understand why the other options are wrong.

Base source stated in the manual: Royal Decree 518/2026

CHAPTER 10

The revision sheet to read before your exam

PMVs
15 years old + helmet + 150 m

Motorcycles
Gloves outside built-up areas + closed footwear at all times

Motorcycle shoulder use
Designated + stationary traffic + 30 km/h

Bicycles
Centre of the lane + 5 m behind

Overtaking
1.5 m + complete lane change + -20 km/h

Immobilised vehicles
1.5 m + -20 km/h

Emergency
Create an emergency corridor

Snow
No overtaking

Seat belts
Taxi + delivery + driving school

Motorcycle + vest
New mandatory equipment

Motorhomes
Footprint + tyres + no fluid discharge

Regular driver
Registered owner without a licence

Key date
1 October 2026

Key numbers in the reform

15 years	Minimum PMV age
150 m	Visibility
5 m	Behind a bicycle in the same urban lane
1.5 m	Lateral clearance
-20 km/h	Overtaking / immobilised vehicles
30 km/h	Motorcycle or roadside assistance on the shoulder
80 km/h	Bus in the specified situation
1 Oct 2026	General entry into force
1 Oct 2027	Transitional requirements

Who? · Where? · When?

If you can answer those three questions, you will have a good grasp of much of the reform.

END OF THE MANUAL

Base source stated in the manual: Royal Decree 518/2026