



THE THEORY OF DRIVING A MOPED

EVERYTHING YOU SHOULD
KNOW TO BE A SAFE ROAD USER

e-theory.nl
Burchtlaan 30
2242 GJ Wassenaar
info@e-theory.nl
Author: B.N. van de Ruit.



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1. INTRODUCTION

The theory of driving a moped is that which you should know to be a safe road user.

In this book you will learn the main rules of the Dutch traffic laws as our basic principles. An example of one of these laws is that everybody must drive as far to the right on the road as is possible. But while overtaking, it's not possible to drive on the right side on the road. For these situations sub-rules are made. These rules can be found in the official regulations of traffic rules and signs. Of course there are some exceptions such as a tram, which cannot drive on the right side on the road.

The advantage of knowing the main rules is that when you know these basics, you can apply them to every situation. For example after overtaking another moped, you know you have to move back to the right-hand side of the lane. When you know the main rules, this is something you can come up with yourself.

This brings us back to the goal of this book: Learning to be a safe driver! Not simply teaching you all the rules. Stopping for a cyclist at a junction who has right of way, is something you do when you know the rules. When a safe road user would already have seen the cyclist, slowed down ahead and let the cyclist pass the junction before they arrived so they won't have to stop. This is an important difference.

This book will look at sub rules and exceptions to the rules, but a lot will be left to your own insights. Extra attention will be paid to the routine of driving a moped, from the moment you get in to every single situation on the road.

This book is not just for starting drivers who have to pass their theory-exam, but also for the more experienced driver who wants to refresh their memory. It's also suitable as a reference book in unclear traffic situations. As you will see, we have used lots of pictures. Because of this, this book is also suitable for people with dyslexia.

The author of this book, Bas van de Ruit, has been an active driving instructor since 1980. As the first driving school owner in Holland, he received the symbol of quality (SKR) from the minister of Transport, Public Works and Water Management. Next to his work as a driving instructor, Bas is also qualified as a KGI mopedbike instructor by the KNMV, who is constantly working on improving the quality of driving lessons in Holland.

Moped A = bromfiets, yellow plate
Moped B = snorfiets, blue plate

1.1 Driving a moped and fear.

Whenever you get into a moped, you are going to have to deal with fear. This can either be fear of driving itself or fear for a certain situation you get into.

But this is not necessarily a bad thing. It's very good to realise that driving a moped involves certain risks. This realisation helps you to take responsibility for your actions. It will also show you that only qualified, healthy people should be on the road.

The thing you have to know about fear is that people who are afraid, just like animals, have the tendency to look down. This is logical because by doing so you protect your eyes in dangerous situations. But when driving a moped this becomes a big problem, because people have the tendency **to steer towards what they are looking at**. So looking down because of fear, will make you drive incoherently. You also won't be as attentive to other traffic around you as you should be. So make sure you're not watching that one tree on the side of the road but look into the corner.

To become a safe driver you have to overcome your fear and keep looking far ahead to what you are driving towards. Look as if you're opening a Chinese fan and widen your view as far as possible, don't just look at the road. Things on the side of the road, like sidewalks and streetlights, can help you determine whether or not you're approaching a junction and can help you to anticipate the situation.

When you know you're in control of your vehicle and you know the rules, then you'll realise that there's no reason to be afraid. If you don't have this confidence, it's good to take some (more) driving lessons.



2. THE BASICS OF DRIVING A MOPED

2.1 Controlling a vehicle

Driving a vehicle demands a lot from a person. First of all you have to learn to control the vehicle: steering, braking and the proper looking techniques. Only when you're experienced with these things, can you begin to work on your safety on the road.

2.2 Driving away

Before you get into the moped, you already should be aware and watching all the things that can influence your driving and other traffic. First of all you should observe the **weather**. Things as danger of sliding, strong wind or rain are things you have to take into account when driving and can even cause you decide against drive at all. Also the **time of day** is important. For example if you depart during rush hour, there'll be more traffic so it will take longer. Then it would be wiser to leave earlier so you don't have to rush and be in danger.

2.3 The steps of driving a moped

The process of driving a moped can be divided in the following steps:

- Observing With whom or what am I going to deal?
- Predicting What will the other road users do?
Traffic rules
- Evaluating What do I have to do?
Who has right of way?
Traffic rules
- Deciding I have to break/accelerate/steer!
- Acting Doing what you have decided

Observing: I'm approaching a junction and see another moped approaching from a side street.

Predicting: I see that he is approaching with considerable speed without his indicators on, so I can assume he's going to straight on. I know he has right of way because he's coming from the right on an equal junction.

Evaluating: I estimate my distance to the junction and my own speed.

Deciding: I have to break and give the other moped right of way.

Acting: I break.

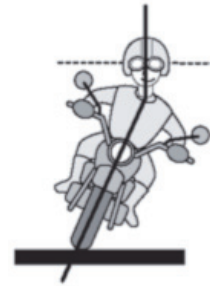
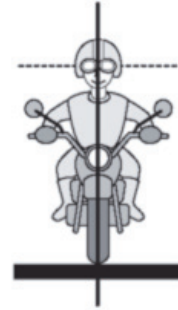
Half the work of driving successfully depends on your knowledge of the traffic rules. The less time you have to think about it, the more attention you can pay to the road and other road users.

The other half is determined by your physical condition when you enter your moped. This can be influenced by the following factors:

- Fatigue.
- Tension or stress.
- Emotions.
- Physical fitness.
- Alcohol or drugs.
- Use of medicine.
- Wrong estimations of your own abilities (often with younger people).

2.4 balancing

- a. straight
- b. leaning with the moped
- c. leaning against the moped



2.5 Alcohol

Alcohol numbs your brain. Therefore your ability to drive will go downhill. Your reaction speed is reduced, you won't be able to see the colour red as well as usual and the adjustment speed of your eyes to different lights is also reduced. Alcohol also causes tunnel vision. You won't be able to see what happens at the side of the road so you will not see cyclists and traffic coming the right or left.

In other words, all the benefits of drinking in a bar are negatives when you're driving.

The amount of alcohol is the same per glass: a glass of wine has the same amount of alcohol as a glass of beer.

From January the 1st 2006 as a starting driver you are allowed to have **0,2 promille** of alcohol in your blood or **88 ugl.** in your breath. That's three quarters of a glass of alcohol.

After 7 years of owning your license you can have **0,5 promille** or **220 ugl.**

After consuming too much alcohol you're not allowed to drive a vehicle. This means you're not even allowed to drive a bicycle. You can even lose your license for cycling with too much alcohol in your blood. For those who are very attentive: You are allowed to sit on a horse after consuming too much alcohol, because a horse is not a vehicle.

- a The amount of alcohol is the same per glass: a glass of wine has the same amount of alcohol as a glass of beer



3. GENERAL SAFETY AND SAFETY TERMS

3.1 Safety

Art.1 of the Traffic law WVV:

Goal of the Traffic Laws: Safety on the road and maintaining the environment and mobility

All these rules are there for your safety and that of others. That's why it is so important you know them and use them.

Art. 5 of the Traffic law

It is forbidden for everyone to act in a fashion that causes danger or could cause danger on the road or hinder or could hinder other traffic.

This means, among other things:

- You're not allowed to make unnecessary noise (for example a loud exhaust).
- You're not allowed to drive with things that impede your vision like broken or dirty mirrors or visor.
- You're supposed to adapt your speed to the situation. So don't drive too slow on the highway, where everybody else is driving fast. But don't drive at a high speed through small streets, where children could be playing.

This article of the traffic law **applies to all**. This also means you're not allowed to do things that can be dangerous to the traffic even when you yourself are not participating. For example you're not allowed to throw little stones at drivers or make a fire with so much smoke it could hinder traffic.

- a. You are not allowed to drive with three persons on a bike.



3.2 Safety terms

Art. 2 of Regulation Traffic Rules and Traffic Signs RVV: *Terms of traffic*

To understand and apply the rules of traffic, you have to be familiar with terms, like: what is the road or what is a driver? So, drivers who come from the right have right of way to all the other traffic, but is a pedestrian with a bicycle in his hand a driver or not?

The road: The entire road, including the banks, banks in the middle and the pavement. So: from house to house, from garden to garden.

Traffic: All road users.

Road user: All people on the road. They can be divided into pedestrians and drivers.

Pedestrians: All people moving on foot, including roller-skaters. It's also possible for pedestrians to have something in their hands like a wheelbarrow, a pet or a baby buggy. If you're walking with a bicycle, moped or mopedbike, you have to follow the rules of pedestrians. With a mopedbike you don't have to wear a helmet but you do have to have your drivers license for mopedcycles

a. The girl with her dog is a pedestrian
b&c These people with the horse and the sheep are drivers not pedestrians



- Driver: All road users except pedestrians.
- Motorised vehicles: All motorised vehicles, except mopeds and vehicles for disabled people. If the vehicle needs to use rails, it isn't a motorised vehicle.
- Motorbike: Motor vehicle on two wheels, with or without sidemoped or trailer.
- Moped: A vehicle which has two or three wheels with a combustion engine or an electric moped. Mopeds can not be driven faster than 25 km/h because of its construction.
- Priority vehicle: All motor vehicles using blue rotating / flashing lights and a two or three- tone siren. These are usually police motors and police motorbikes, fire engines or ambulances.
- Lorry: Motor vehicle not equipped for the transport of people, with a permitted maximum mass of more than 3500 kg.
- Bus: Motor vehicle, equipped for transport of more than 8 persons, which follows a strict time schedule and is used for public transport.
- a. Is a sheep permitted to drive a mopped?



4. MAXIMUM SPEED OF MOPEDS

Within the built up area the maximum speeds are:

A. for mopeds (yellow numberplate) and disabled mobility vehicles with an engine:

1. on the cycle path or the cycle/moped path
30 km per hour;
2. on the carriageway 45 km per hour;

B. for disabled mobility vehicles with an engine, on the pavement or footpath, 6 km per hour.

C. Motor vehicles may drive no faster than 50 km per hour.

4.1 Speed

Article 21

The maximum speeds outside the built up area are:

A. *for mopeds (yellow numberplate) and disabled mobility vehicles with an engine:*

1. *on the cycle path or the cycle/moped path
40 km per hour;*
2. *on the carriageway 45 km per hour;*

B. *for disabled mobility vehicles with an engine, on the pavement or footpath, 6 km per hour.*

a The maximum speed on a moped/cycle path is 30 km per hour.



Article 22

- d. for moped cars 45 km per hour;
- e. for slow mopeds (blue numberplate) 25 km per hour.

Art 3 Position on the road

- A. If you drive a moped within the built up area, it is mandatory to drive on the carriageway.
You are not allowed to drive on the cycle path or strip.

The maximum speed is 45 km per hour.

ROAD SIGN CYCLE PATH

- B. If there's a moped/cycle path next to the carriageway, it is mandatory to use that path.

- C. A slow moped (blue numberplate) is always obliged to drive on the cycle path. The maximum speed here is 25 km per hour.

- a Often small road signs will show this information.
- b If you drive a moped, you are now obliged to leave the moped/cycle path and drive on the carriageway on the left side.
 - Pay attention that you do not deviate too much to the left.
 - Pay attention that drivers behind you on the carriageway have RIGHT OF WAY. So look carefully in your left mirror and blind corner.



Outside the built up area it is always mandatory to drive your moped on the moped/cycle path.

That is also the most logical thing because the difference in speed between a car (80 km per hour) and a moped (45 km per hour) is very big and therefore dangerous.

Also a slow moped (blue numberplate) has to drive on the moped/cycle path with a maximum speed of 25 km per hour.

If you see the road sign “Non mandatory cycle path”, you are allowed to choose where you drive.

ROAD SIGN non mandatory cycle path

- a If you see this sign, it is prohibited to enter the street with a bicycle, moped (yellow numberplate) or slow moped (blue numberplate).
- You are allowed to walk with your moped.
- Then you will have to follow the rules of the pedestrians.
- You are allowed to take off your helmet.

4.2 Maximum speed limits on different roads

- In a pedestrian or residential area: slowly like 15 km per hour.
- In a 30 km/h zone: 30 km per hour.
- Within the built-up area: 50 km per hour.
- Outside the built-up area: 80 km per hour.
- On truck roads: 100 km per hour.
- On motorways: 120 km per hour.



Art. 19 RVV

The driver must be able to stop the vehicle within a distance that allows him to keep a clear view of the road and that the road is available.

Stopping distance = reaction distance + braking distance

So the stopping distance will be determined by the reaction time and this can be influenced by the condition of the driver. (See chapter 2)

But it can also be influenced by:

- The road surface (tarmac, a new surface, grit)
- The weather (slippery).
- The quality of your brakes.
- The quality of your moped tires and shock absorbing suspension.

Your speed needs to be low enough that so you will be able to stop your vehicle when you should, for example, to give someone right of way or in potentially dangerous situations such as children crossing the street unexpectedly. Speed limits differ per road, but the general rule is that you need to drive your vehicle so slow enough that you can stop if necessary. You are allowed to drive 30 km/h in a residential area, but sometimes it isn't possible to drive faster than 20 km/h because of the many parked mopeds and narrow roads. The speed limits are a regulation but you need to stay focussed and act wisely in situations where you can not drive at the maximum speed.



5. JUNCTIONS

If road users are driving towards a junction at the same time, they need to follow the traffic rules, traffic signs or the traffic lights. On a junction, you need to follow two kinds of rules depending on where the other road users/drivers are coming from:

1. Priority rules. (a)

You use these rules if the other person is coming from the right or the left. These rules only apply to drivers. So this means that pedestrians do not get right of way on a crossing road.

2. Rules of turning off.

You need to use these rules if the other person is driving on the same road as you. The rules of turning off apply to all road users. Pedestrians who are using the same road as you are, have right of way.

b. This pedestrian walks on the same road as the vehicle. He gets right of way of the moped

Important to know is that which of these two rules is applicable to you. You have to ask yourself the question:

Where is the other person come from? Which direction is he/she going, is not important unless you are on the same road as a other person and both want to turn off the same direction (see chapter 5.2)

If the other person is coming from another road on your left or right-hand side, then you use the priority rules. Is the other person using the same road as you, then you must use the rules of turning off.



5.1 Priority rules

Art. 15 RVV

On junctions, drivers give right of way to all drivers who are coming from the right.

So:

1. Priority rules are only used at **junctions**.
2. Priority rules only apply to **drivers** of vehicles.
3. You only use priority rules if the **other person** is on the **other road**.

Give right of way =

you need to give the other driver right of way on the junction. (must not hinder the other driver)

You are not allowed to block the junction. Only cross the junction if you know you will not have to stop.

You may hinder the **tram**. This means that you can sort on a tram lane and stand still if there is no tram coming.

Outside the built-up area, the traffic signs are **beyond** a junction. Within the built-up area, the traffic signs are **in front** of a junction.

- a. On an unmarked junction all drivers coming from the right have right of way
- b. The mopedbike gets right of way over the tram because he drives on a priority road



Exceptions:

1. If you are driving on a junction or priority road you get right of way from all other road users.
2. Drivers on hardened road surfaces should have right of way over drivers on unhardened road surfaces.
3. On an unmarked junction, trams have right of way over all drivers.
4. **The police, fire brigade and ambulances** with flashing lights and siren have right of way over all road users.

Give right of way to all drivers who are using the priority road:

- a The man in red is a pedestrian, so he does not get right of way over the vehicle
- b The children with the sheep count as drivers so they get right of way over the vehicle
- c The child with sheep comes from the right, so the moped must give way to the chills

Note: If you leave a priority road or junction that bends, you will get right of way over all the drivers who are on or want to make use of the junction or road.



5.2 The rules of turning off

Art. 18 RVV

Drivers, who want to turn off, must give right of way to all other traffic which is using the same road and want to continue on the same road.

In other words:

1. **Straight ahead** on the same road gets right of way.
2. The rules of turning off apply to all road users.

Expectations:

1. A tram that wants to turn off gets right of way over all the road users who are using the same road. So the priority rules do not apply to this situation.

Note: If two drivers are using the same road and they want to use the entrance the same road, than the driver with the shortest bend gets right of way(turn off to the right) over the longest bend(turn off to the left).

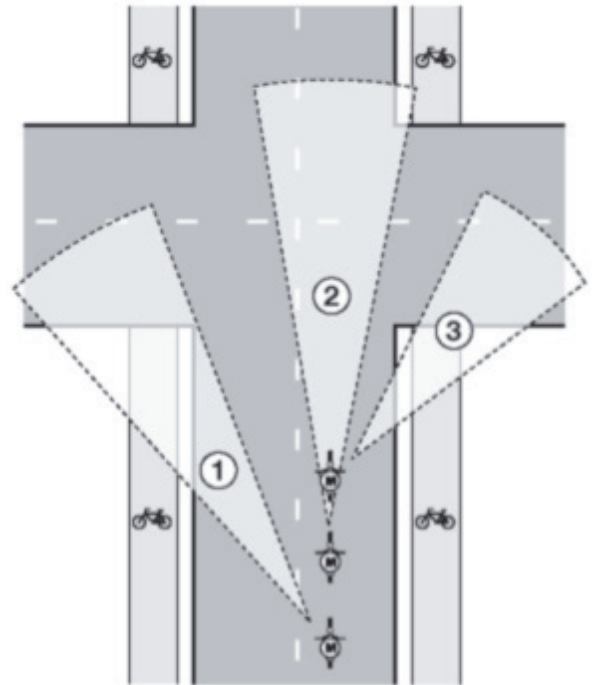
- a. The drivers who are using the priority road (the thick black mark on the sign) get right of way over all the road users
- b. The grey vehicle needs to give right of way to the tram which is using the same road. The driver needs to stop before the crossing
- c. The moped needs to give way to the tram that is using the same road



5.3 Techniques of watching the road

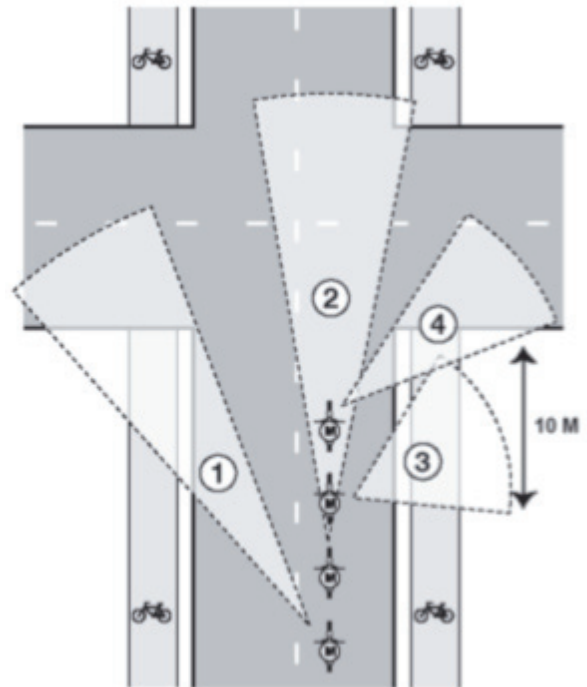
You need to drive in a way that makes you able to stop in every situation. If the road is clear, you can go!

- a. Techniques of watching the road if your driving straight ahead



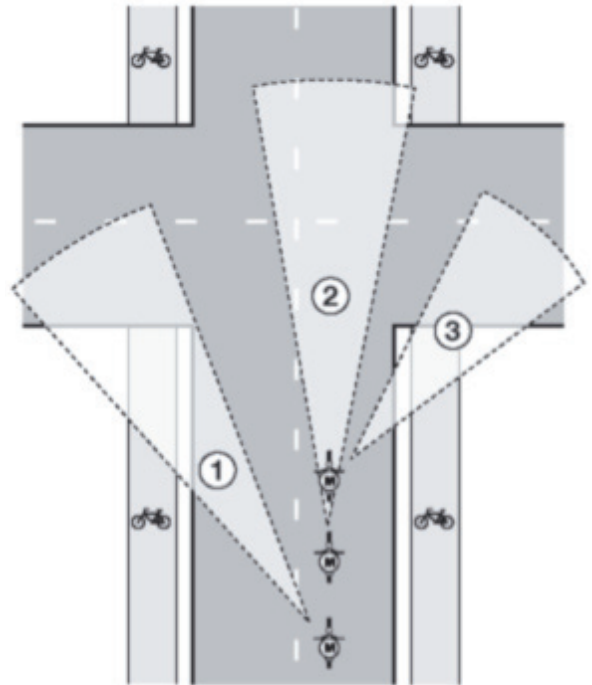
You need to drive in a way that makes you able to stop in every situation. If the road is clear, you can go!

- a. Techniques of watching the road if your driving straight ahead



You need to drive in a way that makes you able to stop in every situation. If the road is clear, you can go!

- a. Techniques of watching the road if your turning left



6. ROUNDABOUTS

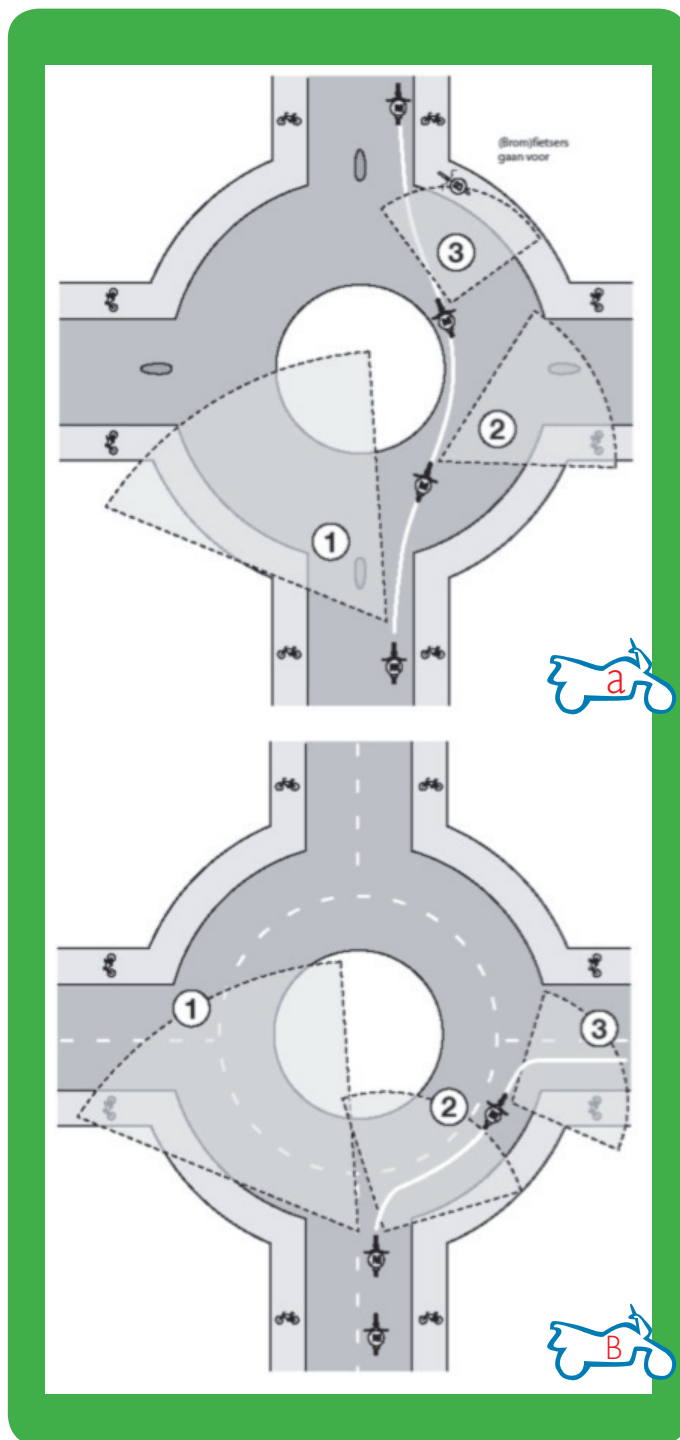
The road leading up to the roundabout always has the sign D5. There are no special rules for using roundabouts; a roundabout is a junction so you have to follow the priority rules.

There are two kinds of roundabouts:

1. Priority roundabouts:
These are the most common. If you are approaching a priority roundabout, you will see sign D5 and give-way road markings on the road surface. You need to give way to all drivers, so also and pedestrians on a zebra crossing.
2. Unmarked roundabouts.
These roundabouts do not have priority signs, so if you are using an unmarked roundabout you will get way over all the other drivers who want to use the roundabout.

When leaving a roundabout you need to follow the rules of turning off. This means that when you want to exit the roundabout, traffic continueing on the roundabout always has right of way.

- a. Techniques of watching the road if your driving straight ahead on a roundabout.
- b. Techniques of watching the road if your turning right on a roundabout.



The advantage of a roundabout is that the speed with which you approach is lower when approaching a junction and that all drivers are approaching you from the left-hand side.

You use the traffic indicator as if you are approaching a junction. So before you make use of the roundabout, you turn on the right indicator if you want to go to the right. If you want to go left, you need to turn on the left indicator. If you want to go straight on you do not turn on the traffic indicator before making use of the roundabout, but when you want to exit the roundabout, you turn on the right indicator.

- a. The lane positioning is given by arrows on the road surface or by traffic signs



7. SPECIAL MANOEUVRES

Before you start to do the **special manoeuvres**, and during them, you need to give way to all other traffic. You are obliged to look. Look where the danger is coming from. This can be in front of you, but also behind you. To see what is happening behind you, you can use the mirrors. You're not an owl after all, and can not turn your head 180 degrees. This would be the best solution for us humans to drive a moped, because when you look in your mirrors; you miss a part next to the moped called the blind spot.

Special Manoeuvres are:

- Driving away (entering or leaving the traffic)
- Reversing in a straight line
- Driving into an entranceway
- Coming out of an exit
- Using an acceleration lane to join the traffic
- Deceleration lanes differ
- changing lanes (important)
- Turning around
- Overtaking an obstacle on your side of the road.

You need to switch on the traffic indicator briefly, before (the moment) you start with the actual manoeuvre. You need to switch off the traffic indicator after finishing the special manoeuvre.

Note:

Drivers who are entering or leaving the exit need to give right of way to all road users. You also need to give right of way to pedestrians who are walking on the exit. The picture (a) gives an example of that.



8. OVERTAKING

Always overtake on the left

Drivers need to overtake on the left-hand side and leave enough space for drivers who are overtaking.

Overtaking on the right is allowed:

1. Just before and on roundabouts
2. If you are driving on the right-hand of block markings.
3. If the vehicle you wish to overtake has moved left, turn left, and signals to the left.
4. If the vehicle you wish to overtake is a tram.
5. Cyclists and riders of moped-assisted bicycles are allowed to overtake other drivers on the right at all times.

Note: You may not overtake:

1. *Just before and on pedestrian crossings.*
2. *Next to the sign F1 (No overtaking)*
3. *If you wish to go left and need to cross a solid line which divides the road into lanes.*
4. *Just before level crossings, which are protected by flashing lights only.*
5. *Just before an indistinct bend (not official).*
6. *Just before an indistinct slope (not official).*
7. *Just before an unmarked junction (not official).*

9. BEING STATIONARY

There are two forms of stand still:

- Standing still **within** the traffic. For example to give way to others or before traffic lights.
- Standing still **outside** the traffic: For example to allow pedestrians to get in or out immediately or load or unload goods immediately

If you wish to stand still **outside** the traffic, it is called a special manoeuvre. You may not hinder other road users and always use your traffic indicator. If you wish to stand still you are supposed to stand still on the side of a mopedriageway.

10. PARKING

With a moped or slow moped you're allowed to park on the pavement.

Make sure you don't hinder pedestrians.

It is ofcourse not allowed to park near a "forbidden to park a moped/slow moped" sign



a Sign Forbidden to park a moped/slow moped

11. TRUCK ROADS AND MOTORWAYS

Mopeds are not allowed on truck roads and motorways.

12. LIGHTS

The purpose of driving with lights is not only to see but also to be seen well by others.

Lights are obligatory in the night and in tunnels. On a road concealed by low foliage other drivers may have difficulty seeing you coming.

Front:	headlights	Only at night, and in bad weather situations
Back:	Tail light	Only at night, and in bad weather situations
	Traffic indicator	While overtaking and spec. manoeuvres.
	Brake light	when using the brake pedal



Headlights

13. GENERAL POINTS OF ATTENTION

13.1 Road markings on the road surface

You are obligated to follow the direction of the arrow on the road surface; road markings stand above traffic rules in the hierarchy of importance. You are not allowed to cross a solid line on (your left). So you may cross a broken line. It is a normal situation, if the broken lines are small. If the broken lines are longer, you need to pay attention when you cross them. These tall broken lines are mostly used before and in a bend.

Block markings show that a road is diverging. The advantages of block markings are that you can already anticipate before you see the arrows. If you know that the lanes are splitting, you can already sort. A shape or a cross on the road surface means that you can not stand still, but you can use that road.

a en b The arrows on the road show how to sort before the roundabout

13.2 Pedestrian crossing

At a PC you must give way to all pedestrians and drivers of vehicles for disabled people who are crossing the zebra path or clearly just about to cross the PC. You are not allowed to park or stand still on a zebra crossing. Keep the zebra crossing clear.



13.3 Traffic lights

- A **red** light means you need to stop.
- If you are approaching an **amber** light and do not have the opportunity to stop the moped than proceed. Otherwise slow down and stop.
- A **green** light means you can proceed the way.

13.3 Bus stops

If the bus stop is **within the build-up area**, you must give way to the bus if it is indicating that it wants to pull away. This rule does not apply **outside the build-up area**.

13.4 Tunnel

Before entering the tunnel you need to turn your headlights on.

Note: Most drivers often slow down when entering tunnel. They are afraid for the dark hole in the tunnel.

13.5 Load

Max. 2 persons at a moped.

13.6 Loads

- A load can not stick out more than 10 cm from the side of the vehicle.
- A load can not stick out more than 10 cm at the back of the moped.
- Loads may never stick out at the front.
At an accident, if you have to brake suddenly, the load might shift forward.

13.7 Dike roads

On a dike road you will normally have a good view out the front, but you do not see any sidestreets. The road is normally small and they often have a special embankment. The driver needs to drive in the middle of the road on a dike road.

13.8 Aquaplaning

Sometimes there can be two worn grooves in the length direction of the road. These places can be covered with water when it rains. When this happens, you can easily slide. This waterskiing on the road is called **aquaplaning**. If this happens, you need to slow down slowly and drive straight ahead.

13.9 Tires

- The rims or part of the rims are not allowed to have breaks, tears or other serious damage.
- The tires must be air-inflated.
- The tires may not have any damage, or any nails or such.
- The tires may not have any bulging.
- There has to be enough profile on the entire tread of the tire.
- The axles of mopeds must be well attached to the moped and may not have any tears or breaks.
- The axles must be in such a good condition that there's no possibility of danger and in such a way that the handling of the moped is good.
- It is not allowed to have any rust on the axles.

13.10 Facts

The talus poles on the right side of the road have a red reflectors; talus poles on the left side of the road have a white reflectors.

- You only can use the horn or light signal if there is a dangerous situation.
- a The talus poles
- b If you see this, it will propably be slippery. You need to pay attention to your speed!
- c While transporting dogs or sheep, the moped needs to have a partition to divide the driver's seat from the rest of the moped.



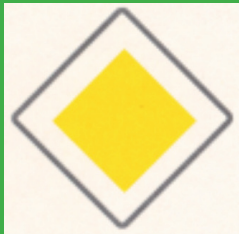
14. THE MOST IMPORTANT DUTCH TRAFFIC SIGNS



Speed limit



Recommended speed



Priority road



End of priority road



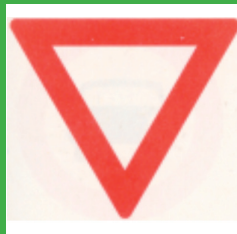
Crossroads with priority



Road junction with priority over minor road from the left



Road junction with priority over minor road from the right



Give priority to traffic on the main road ahead



Stop! Give priority to traffic on the main road ahead



Road closed in both directions for vehicles, horse riders and people in charge of draught animals or cattle



No entry in this direction for vehicles traffic, horse riders and people in charge of draught animals or cattle



One-way road



One-way road



Access permitted



No access for horse riders, cattle, wagons, moped vehicles with speeds less than 25 km/h and micromopeds, cyclists, riders of moped-assisted bicycles, mopeds and drivers or vehicles for disabled people



No access for mopeds, moped-assisted bicycles and moped-powered vehicles for disabled people



No access for bicycles, moped-assisted bicycles and non-moped-powered vehicles for disabled people



No access for bicycles, moped-assisted bicycles, mopeds and vehicles for disabled people



Roundabout, give way to vehicles on the immediate right



Instruction to all drivers to keep to right of the sign (or left if arrow is reversed)



This sign may be passed on either side



Instruction to drive ahead only



Instruction to follow the direction ahead shown by the arrow



Instruction to follow one of the directions ahead shown by the arrows



Instruction to follow one of the directions ahead shown by the arrows



No parking bicycles and mopeds



Give way to oncoming vehicles



Priority over oncoming vehicles



No U-turns



Motorway



Trunk road



Pedestrian priority area



Route for pedal cycles only



Route for pedal cycles and mopeds only



End of route for pedal cycles and mopeds



Optional bicycle path



Built-up area



End of built-up area



Uneven road



Bend to right



Bend to left



Double bend, first to the right



Double bend, first to the left



Dangerous crossing



Roundabout

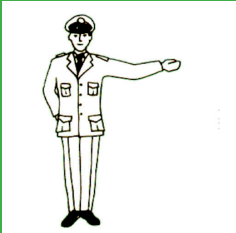


Traffic lights

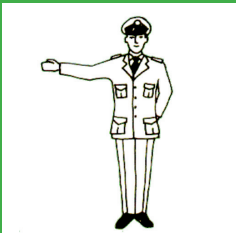
14.1 Traffic Directions



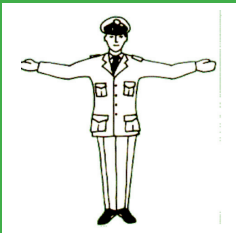
General stop signals



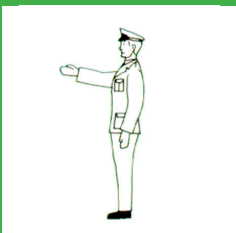
Stop signal for traffic approaching from the front



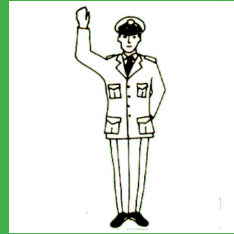
Stop signal for traffic approaching from behind



Stop signal for traffic approaching both from the front and behind



Stop signal for traffic approaching from the right



Stop signal for traffic in free-moving lanes. Traffic in other lanes to proceed with caution. Clear the junction.



Sign to reduce speed



Stop signal given by school crossing guard