

Voluntary Bicycle Exam

2016

I take part!



Booklet for Pupils

Diese Unterlagen des Österreichischen Jugendrotkreuzes bereiten Schülerinnen und Schüler auf die Freiwillige Radfahrprüfung vor. Damit dürfen sie ab 10 Jahren ohne Begleitung im Straßenverkehr Rad fahren. Mit Unterstützung durch das Bundesministerium für Land- und Forstwirtschaft, Umwelt und Wasserwirtschaft wurden die Unterlagen in die Sprachen Englisch, Farsi und Arabisch übersetzt. Die Unterlagen können auch für die Erwachsenenbildung eingesetzt werden.

2. Auflage in Englisch, 2016

These documents by the Austrian Youth Red Cross are designed to prepare pupils for the voluntary bicycle exam. The bicycle exam enables children from the age of ten years onwards to ride a bicycle in road traffic without company. With the support of the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management the documents were translated into English, Farsi and Arabic. The material might be used for adult education purposes as well.

2nd edition in English, 2016

Übersetzung mit freundlicher Unterstützung

Translation with the friendly support of



MINISTERIUM
FÜR EIN
LEBENSWEERTES
ÖSTERREICH

klimaaktiv



mobil

Bundesministerium für Land- und Forstwirtschaft,
Umwelt und Wasserwirtschaft/klima**aktiv** mobil

An illustration of a road scene. A cyclist wearing a helmet and a backpack is riding away from the viewer on the right side of the road. On the left side of the road, there is a triangular warning sign with a bicycle symbol. The road has dashed white lines. The background shows some greenery and a clear sky.

Voluntary Bicycle Exam

Booklet for Pupils

Table of contents

Letter for parents	3
Declaration of consent	4
Before we begin	5
Seeing and being seen	8
Ground markings and traffic areas	9
Inline skating	12
Give priority to oncoming traffic and right of way	13
What a cyclist has to be able to do	25
What a cyclist needs to know	29
Important traffic signs	34

Legal Notice

Owner, editor and publisher:

Österreichisches Jugendrotkreuz
www.jugendrotkreuz.at



In cooperation with:

Allgemeine Unfallversicherungsanstalt
www.auva.at



ÖAMTC, Österreichischer Automobil-,
Motorrad- und Touring Club
www.oeamtc.at



Editor

Österreichisches Jugendrotkreuz, Generalsekretariat,
Wiedner Hauptstraße 32, 1041 Wien,
Tel.: 01/589 00-0, ZVR-Zahl: 432857691
Allgemeine Unfallversicherungsanstalt

Idea and main concept

Dipl.-Ing. Wolfgang Glaser
Karl Petek
Dr. Mechthild Rotter
Eike Rux
Dr. Felix Steiner
Franz Suppan

Overall coordination

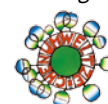
Belma Hodzic

Team of authors

Dr. Sabine Bauer
Mag. Dora Donosa
OSR Karl Ederer
Kontr.-Insp. Roland Hanifl
Mag. Martin Hoffer
Hans Klivan
DI Christian Kräutler
Mag. Joachim Rauch
Dr. Mechthild Rotter
Mag. Eva Unger
Judith Wöfl

Production

Layout & Grafik: Mag. Natalie Dietrich, Illustrationen:
Peter Unger, Fotos: ÖJRK, Anna Stöcher, Daniela Klemencic,
ÖRK, IFRC, www.linz.at/feuerwehr, Österreichischer
Blinden- und Sehbehindertenverband, BM.I Abteilung
I/5-Öffentlichkeitsarbeit/Tuma, Richard Reichhart/AUVA,
commons.wikimedia.org, Fotoredaktion: Mona Saleh,
Lektorat: Mag. Simone Kreamsberger, Mag. Sabine Wawerda,
Repro: Manfred Poor, Produktion: Info-Media, 1010 Wien.
Druck: Zentrale Kopierstelle des BMLFUW, UW-Nr. 907.
Gedruckt nach den Richtlinien „Druckerzeugnisse“ des
Österreichischen Umweltzeichens.



Dear Parents, Dear Legal Guardians,

As a pedestrian your child is already familiar with traffic. Now, he or she wants to take part in public traffic as a cyclist.

Your child needs to successfully pass the voluntary bicycle exam in order to be allowed to cycle already on his or her own at the age of ten. For this purpose, it is necessary that your child knows how to ride a bicycle.

This learning programme and further practical exercises are used to prepare your child for the exam.

The training is conducted with the support of the school and the executive body and provides the basis for the young cyclist's knowledge and skills.

Your task, dear parents, is to practice the theoretical and practical skills with your child during and after this training. In so doing, bear in mind that your good example is an important prerequisite for your child behaving correctly in traffic.

We hope that your child enjoys learning and that you enjoy supporting your child during traffic education.

The team of authors



Declaration of consent

4

Please use a paper clip to affix a photo.

Child's details

Name

Address

Date of birth

Legal guardian's details

Name

Address

Date of birth

I hereby agree that

(first name and last name)

takes the voluntary bicycle exam.

Please check if applicable.

Moreover, I apply on behalf of my aforementioned child for a bicycle license according to § 65 (1) and (2) Road Traffic Regulations (StVO) dated 1960.

The official cycling license will only be handed over after successfully passing the exam.



I acknowledge that the grant of the license is only valid under the following conditions:

- The license must always be carried when cycling and be shown upon request to road supervisory authorities.
- All rides require explicit permission by a parent.

I am aware that cycling is only allowed with a properly equipped bicycle which is adequate to the child's size and that the official license does not release me from ensuring that my child respects the traffic regulations.

Affix photo here!	Official seal	
	Code of the license	BH/MA
	Date of birth	DDMMYYYY
	First name and last name	
	Home address	

IDENTITY CARD ONLY VALID WITH PHOTO



Recommendation to obtain

a license

according to § 65 (2) Road Traffic ACT 1960

Date, signature of legal guardian(s)



Before we begin

1. How old do you need to be to cycle on the road?

- ⇒ Under the age of twelve, I am only allowed to cycle in company of an older person (at least 16 years old) or
- ⇒ from my tenth birthday onwards with a cycling pass (an official license).

2. The helmet protects you!



I always ride wearing a helmet – compulsory use of helmets.

Ideally, I am present when we buy the helmet and choose the helmet that fits the best and that I like the most.

- ⇒ In case of falling, the helmet protects from serious head injuries.
- ⇒ The helmet needs to fit correctly and well. It must not slip.
- ⇒ The helmet needs to protect the forehead and back of the head. Ears and face need to stay uncovered.
- ⇒ A helmet in bright colours and with reflecting stickers makes me more visible.

Important: After an accident, I need a new helmet!

3. Your bicycle is not a packhorse!

- ⇒ Bags, drawstring bags etc. do not belong on the handlebars – risk of falling!
- ⇒ Ideally, put them on the rear carrier, in the basket or panniers.

In this way, I am able to see well, steer and brake safely and give clear hand signals.

Important: I will not give anybody a ride on my bike!

4. What equipment does my bike need?

6

Bicycle check:



Eight items my bicycle needs:

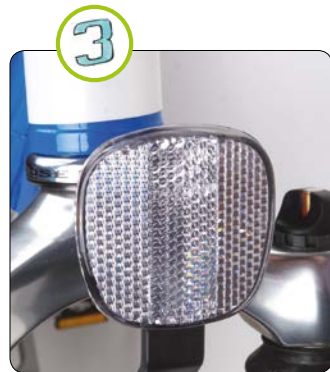
- ⇒ two brakes
- ⇒ bell or horn
- ⇒ white reflector at the front (may be connected to the front light)
- ⇒ red reflector at the back (may be connected to the back light)
- ⇒ yellow reflectors on the pedals
- ⇒ yellow reflectors on the spokes or a reflecting tyre
- ⇒ front light (white, non-flashing spotlight); can be removed during daytime or in good viewing conditions
- ⇒ red back light (maybe flashing); can be removed during daytime or in good viewing conditions



two brakes



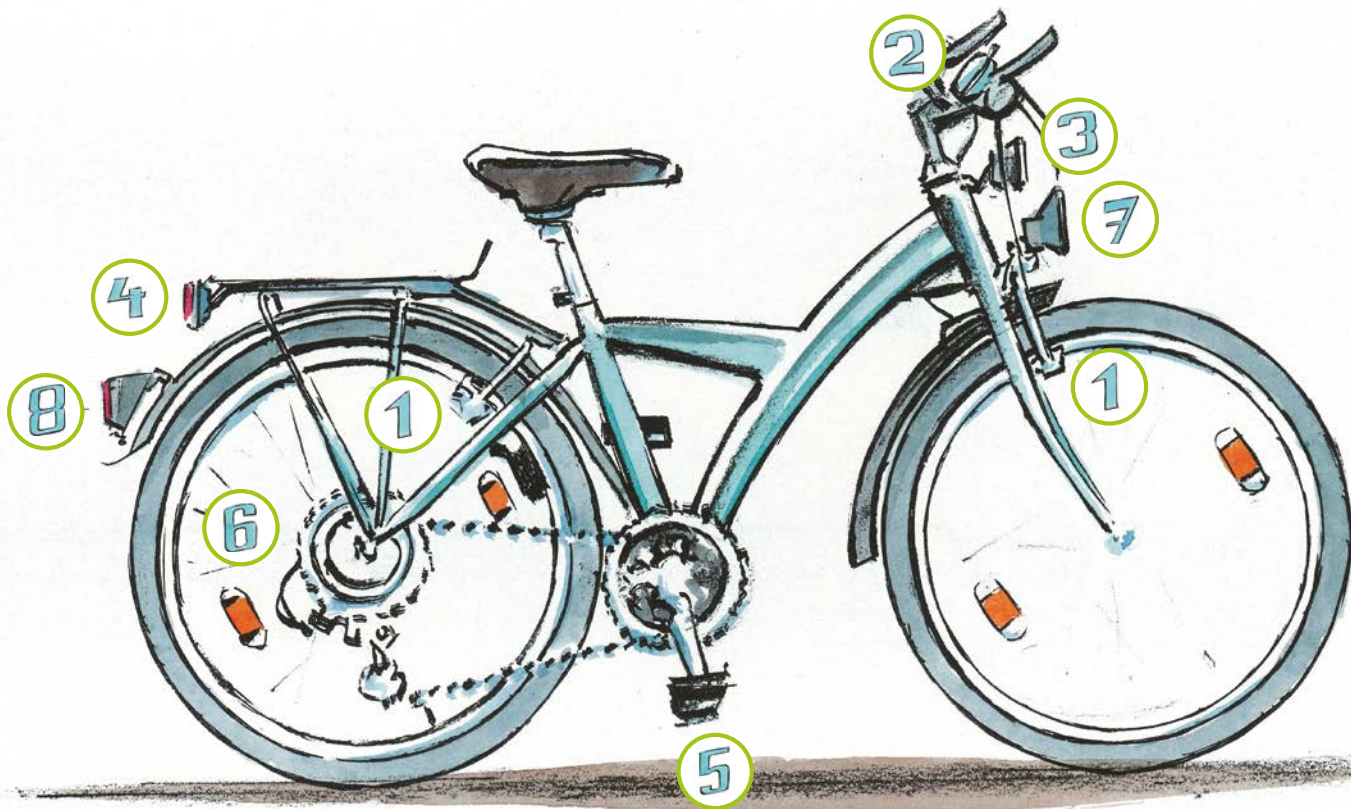
bell or horn



white reflector at the front



red reflector at the back



yellow reflector on the pedals



yellow reflector or reflecting tire



white front light



red back light

Seeing and being seen

5. What to do in case of poor visibility?

I put on the bicycle light when visibility is poor (e.g. twilight, darkness, rain, mist, snowfall).

This means that my bicycle can be seen easily. In addition, I ensure that I am easily visible by having reflective stripes on my clothes.



MY ADVICE:
Make yourself
visible!



Ground markings and traffic areas

6. Which special traffic areas do you need to use as a cyclist?

I ride here!
When leaving, all others have right of way.



Cycle lane

The cycle lane is separated from the road by a solid line. Here, I am only allowed to ride in one direction.



Cycle path

The cycle path is separated from the road and the pavement. Here, I am allowed to ride in both directions, unless there are direction arrows on the ground.



Shared-use path for pedestrians and bicycles

The shared-use path for pedestrians and bicycles is a traffic area where pedestrians are separated from the cycle traffic by a line. Here, I am only allowed to ride on the cycle path side.



Shared-use lane

The shared-use lane is a traffic area which is used by cyclists and cars. Here, I am only allowed to ride in one direction.



Shared-use pedestrian and cycle path

The shared-use pedestrian and cycle path is a traffic area for pedestrians and cyclists. Here, I am allowed to ride in both directions.

Important: I am also allowed to use the road, if the traffic sign is rectangular.

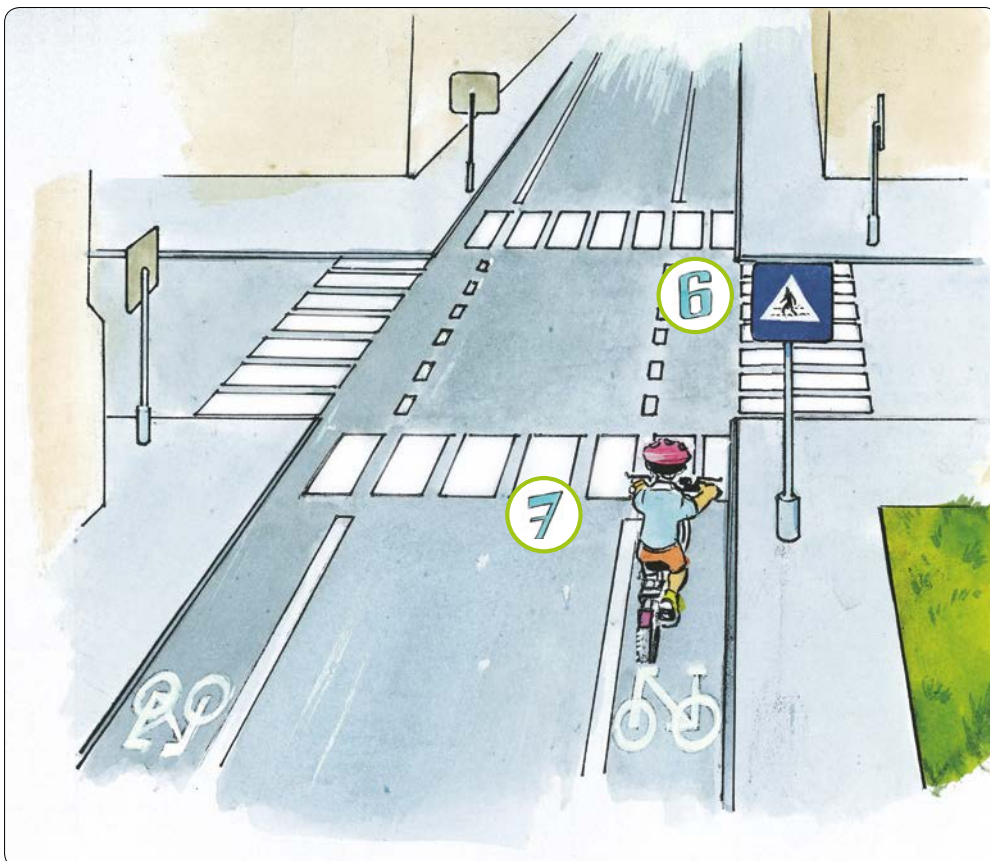
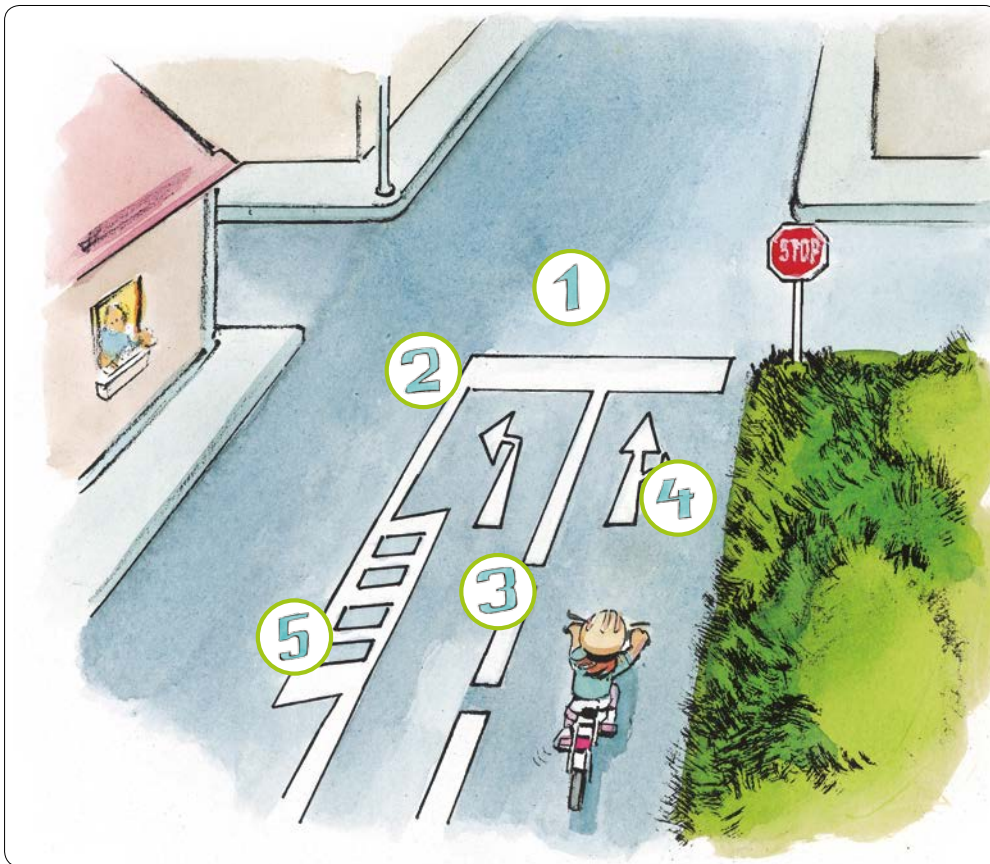


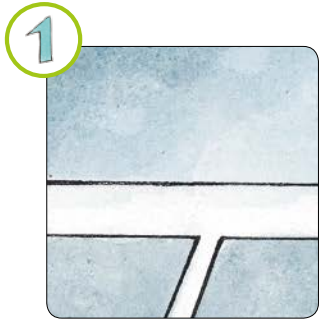
BUT: I prefer to ride on the cycle path!



7. Important ground markings

What do these ground markings tell you?

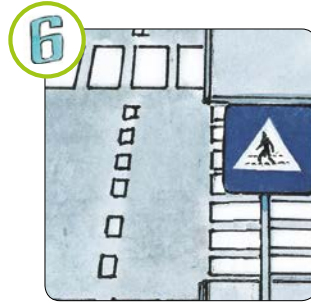




1

Stop line

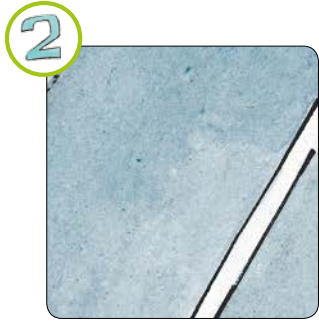
I have to stop before the stop line.



6

Block marking

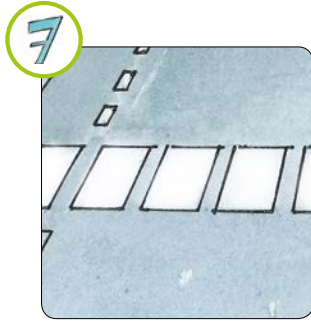
The block marking indicates a cycle crossing. Here, I cross the road.



2

Solid line

I am not allowed to ride over the solid line.



7

Zebra crossing

I have to give priority to pedestrians crossing the street.



3

Lane marking

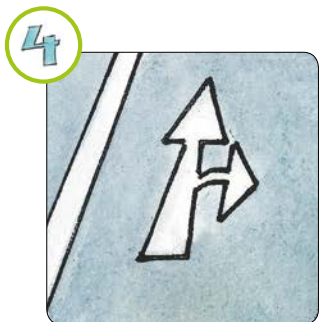
If necessary, I am allowed to cross the lane marking.



8

Priority stop line

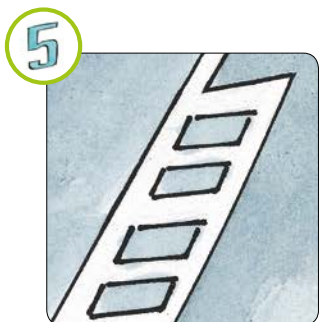
As a cyclist, I am allowed to wait in the area between stop line and priority stop line. The priority stop line is described in detail on page 26.



4

Directional arrows

I have to get in lane in due time and I am only allowed to cycle in the direction of the arrow.

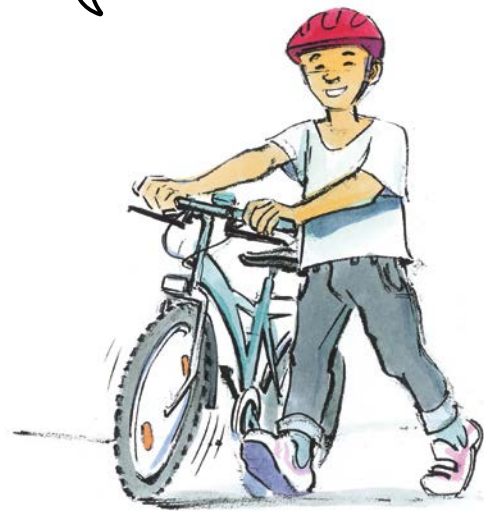


5

Hatched road markings

I am not allowed to cycle on hatched road markings.

I use the pavement when I push my bicycle!



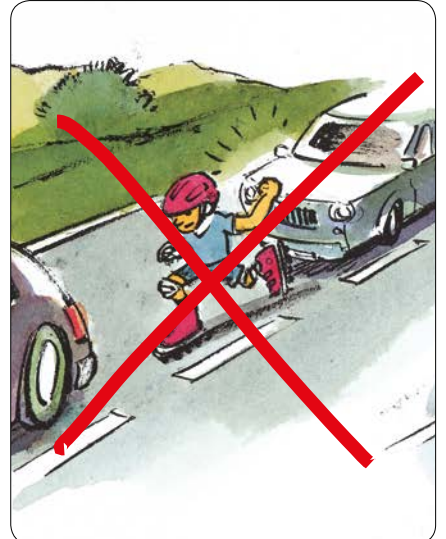
Inline skating

The bicycle exam applies also to inline skaters!

Within a village, town or city, inline skaters are allowed to use the pavement, cycle paths and cycle lanes. Outside of a village, town or city, they are only allowed to use cycle paths.



12



Important: Inline skaters need more space than cyclists. Therefore, I keep a bigger distance when overtaking them.

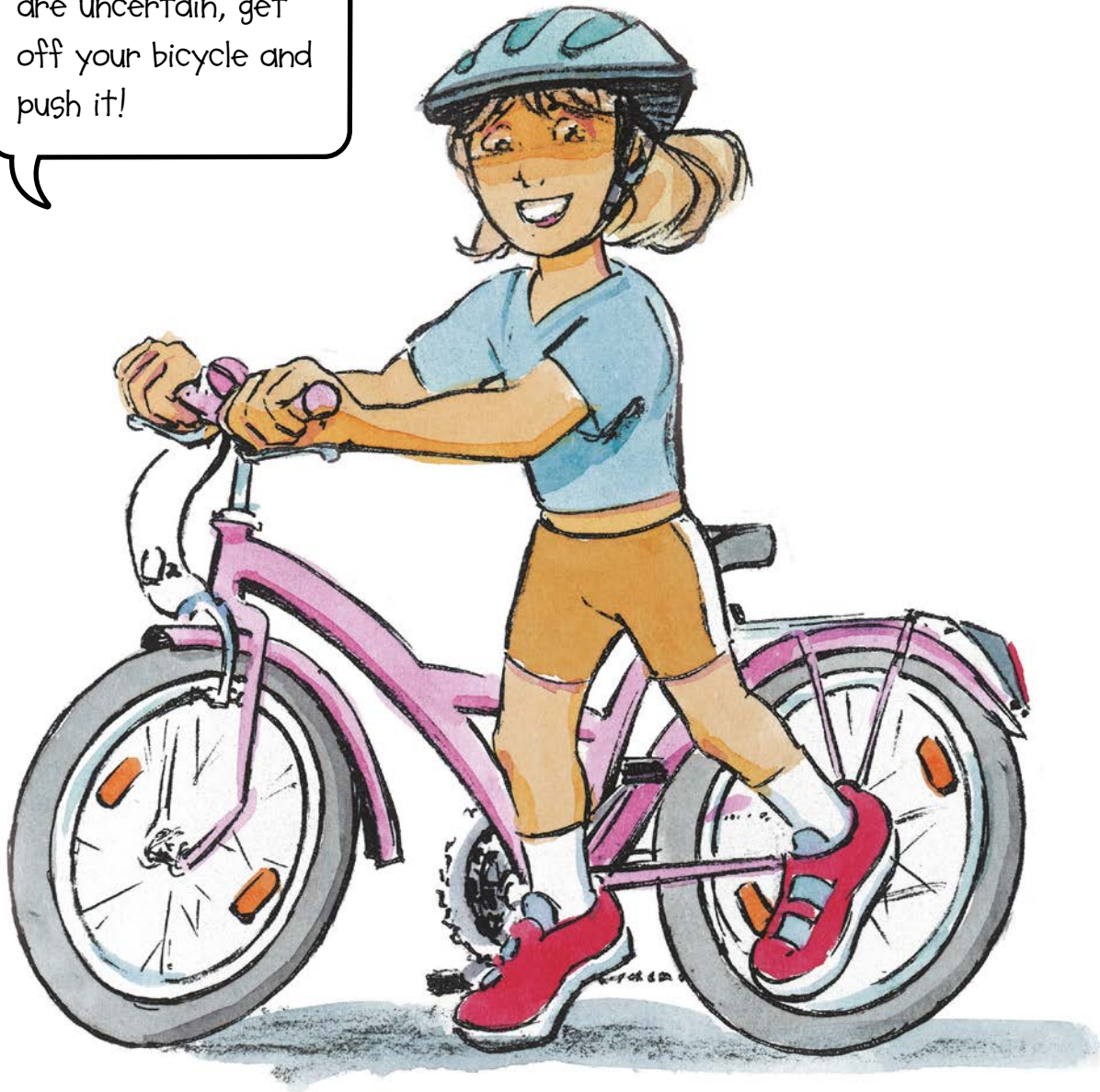
Give priority to oncoming traffic and right of way

8. What do you have to keep in mind when approaching a junction?

I always consider:

- ⇒ Do I have to wait or can I cycle on?
- ⇒ Did I overlook anybody?
- ⇒ Did everybody see me?
- ⇒ Does everybody respect the right of way rules?

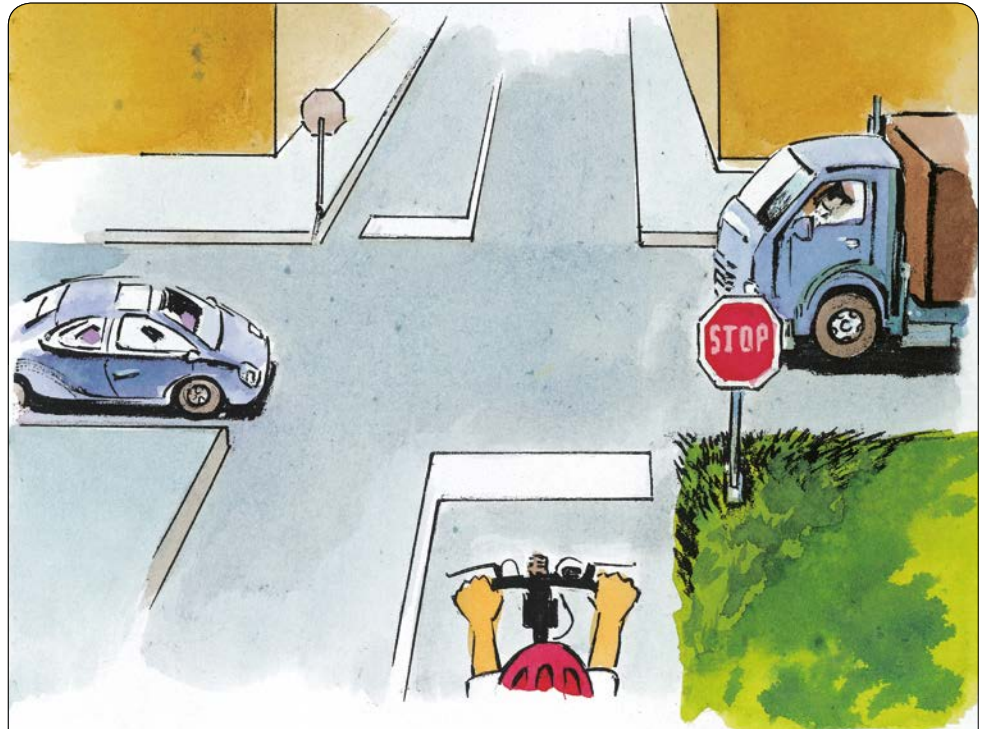
MY ADVICE: If you are uncertain, get off your bicycle and push it!



9. What does this traffic sign mean at a junction?

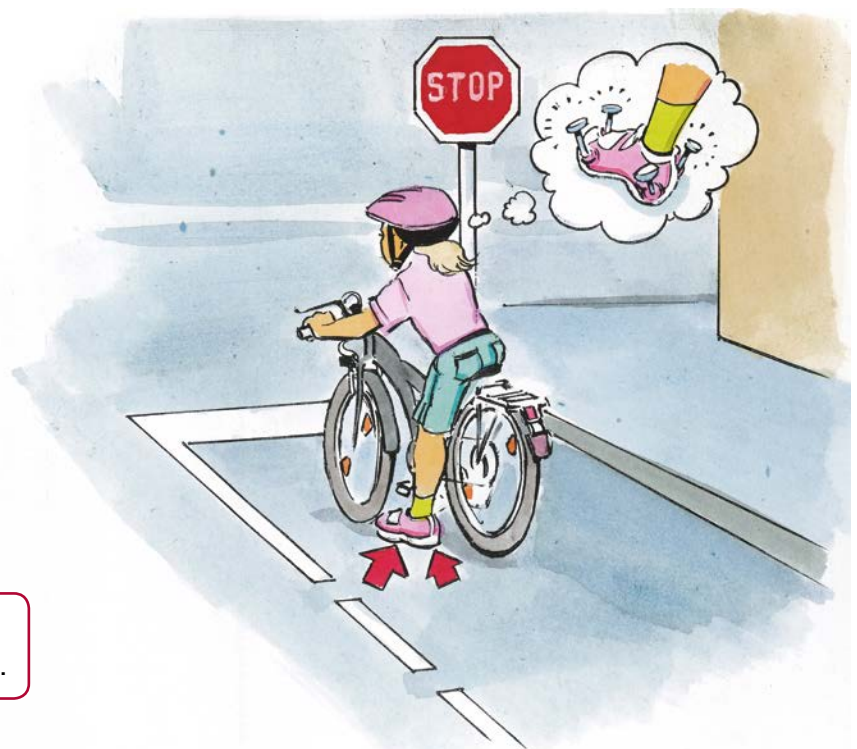


STOP



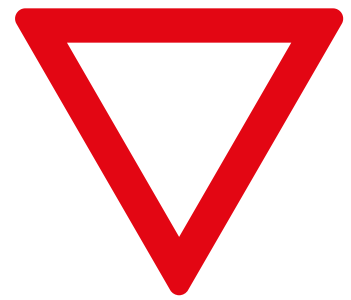
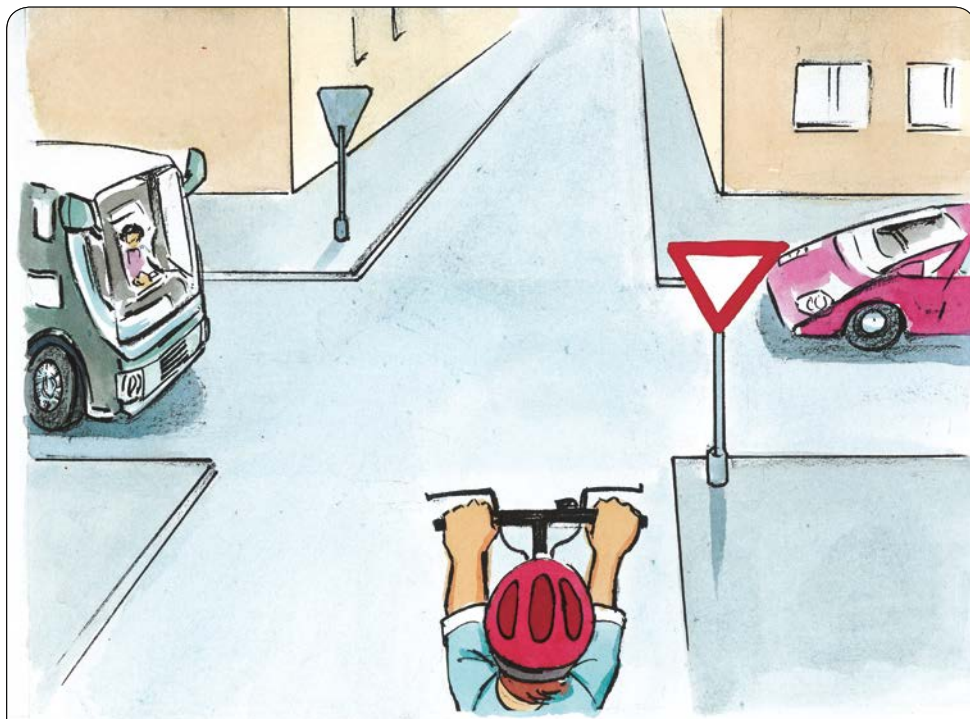
What do you do?

- ⇒ I absolutely have to stop.
- ⇒ I have to give way to others first.



Stopping means:
Stop and put the feet down.

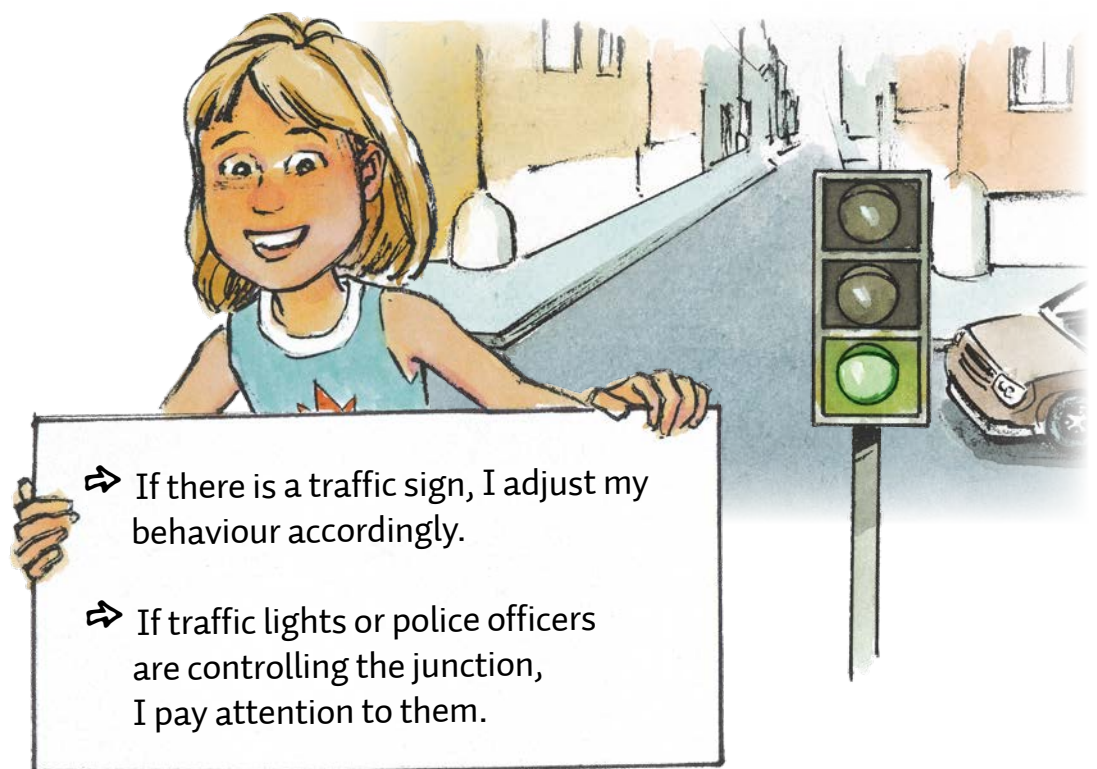
10. What does this traffic sign mean at a junction?



GIVE WAY

What do you do?

- ⇒ I give way to crossing vehicles first.



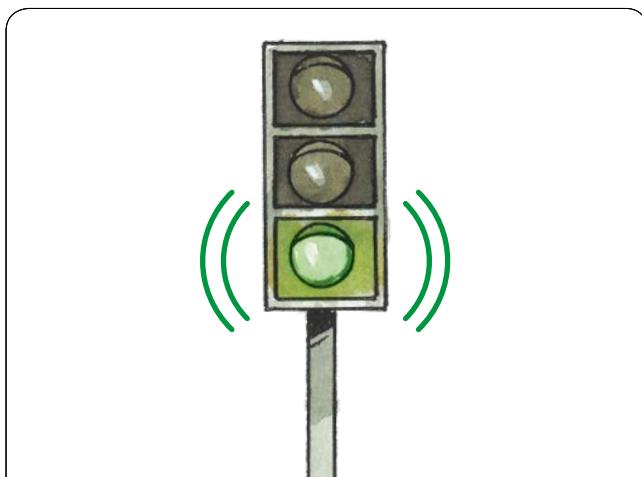
- ⇒ If there is a traffic sign, I adjust my behaviour accordingly.
- ⇒ If traffic lights or police officers are controlling the junction, I pay attention to them.

11. What do you do when traffic lights or police officers are controlling the junction?



CLEAR

I may cycle, but I have to take a look at the traffic first.



STILL CLEAR

As long as the green light flashes, I am allowed to cycle into the junction. But I consider: What is my distance to the junction?



STOP

I have to stop!

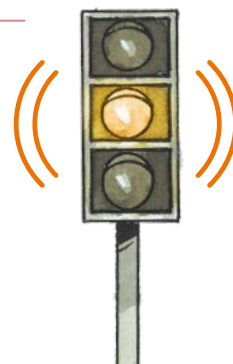


STOP

Everybody has to stop.
If I am already in the junction,
I cycle on.

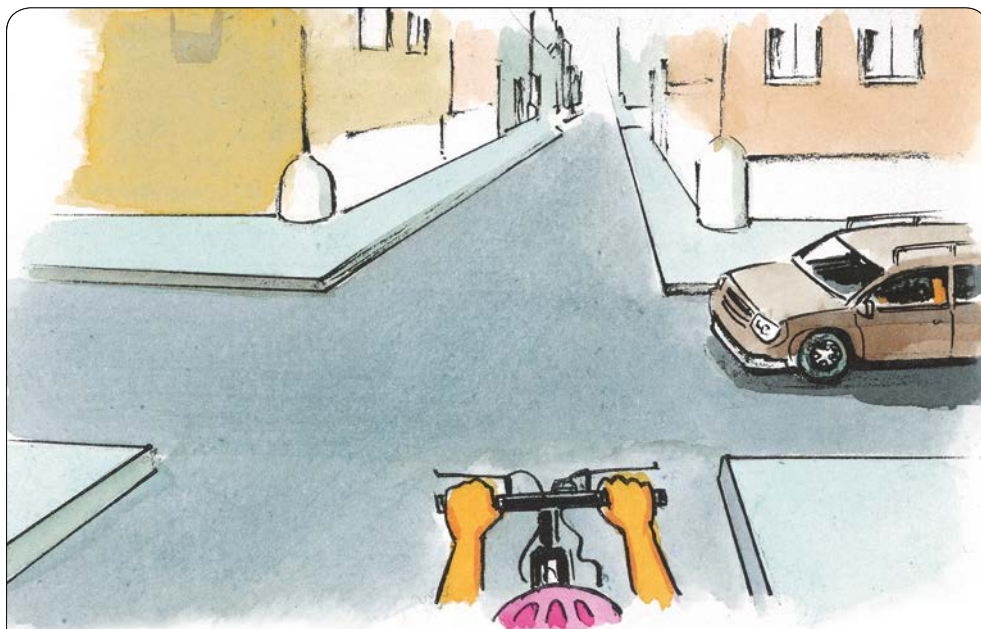
12. What does the yellow flashing traffic light mean?

⇒ Attention, the junction is not controlled!



13. What do you do if there are no traffic lights, no police officers or traffic signs?

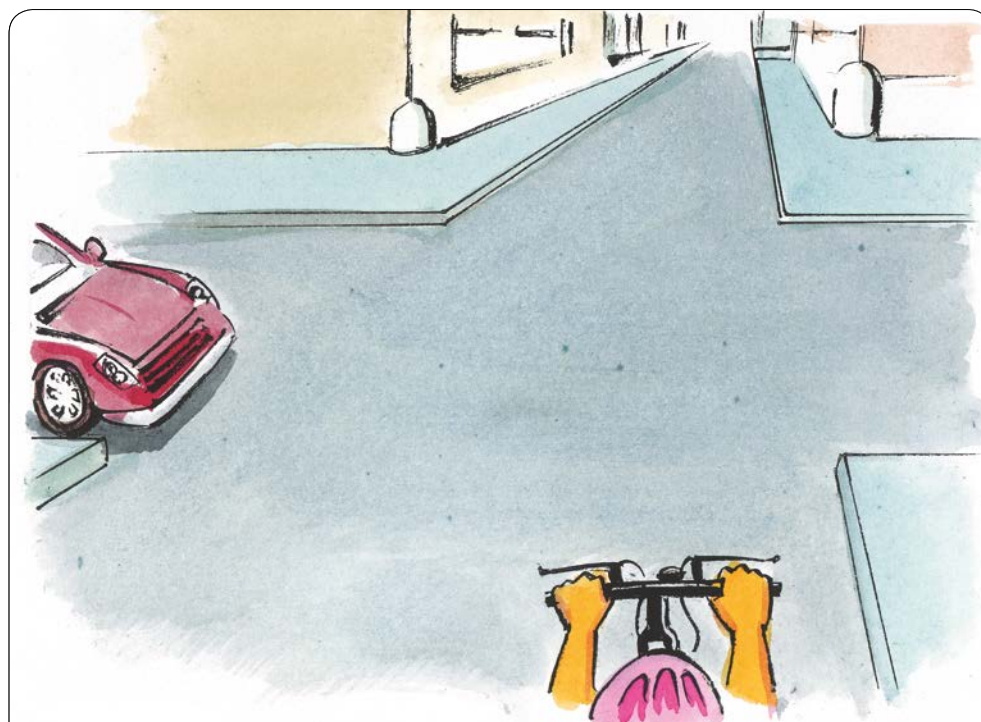
⇒ I take a careful look to see whether vehicles are approaching the junction and from which direction.



**GIVE WAY
TO THE RIGHT**

A vehicle approaches from the right.

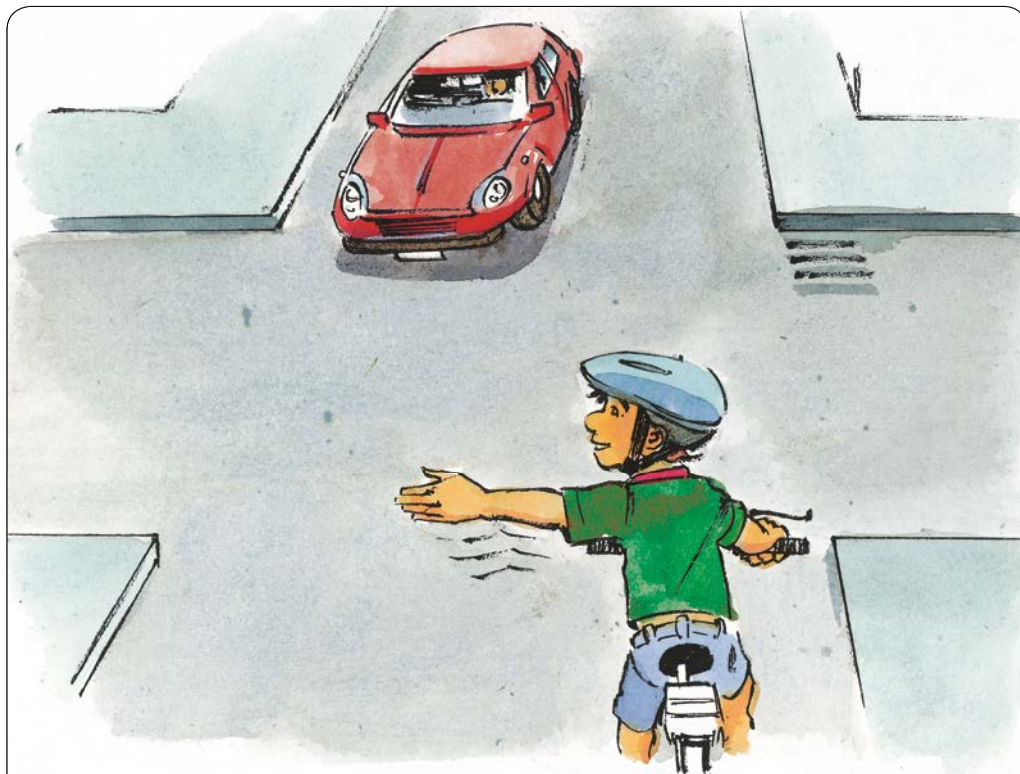
⇒ I have to wait.



A vehicle approaches from the left. It stops.

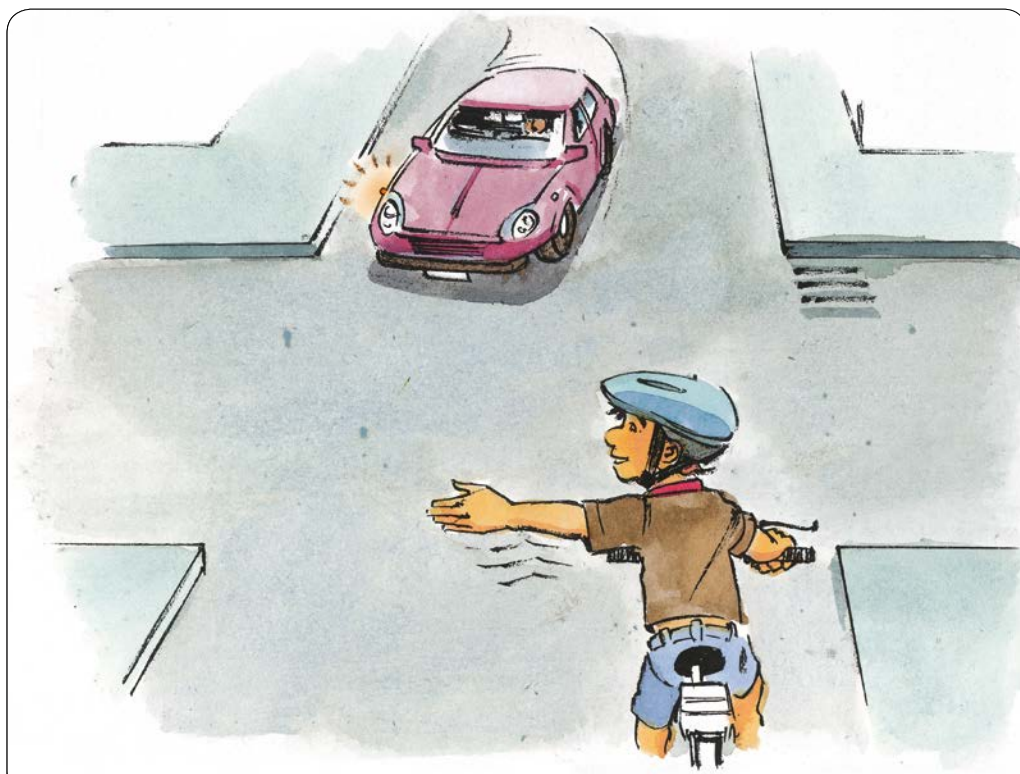
⇒ Now, it is my turn to go.

TURNING LEFT



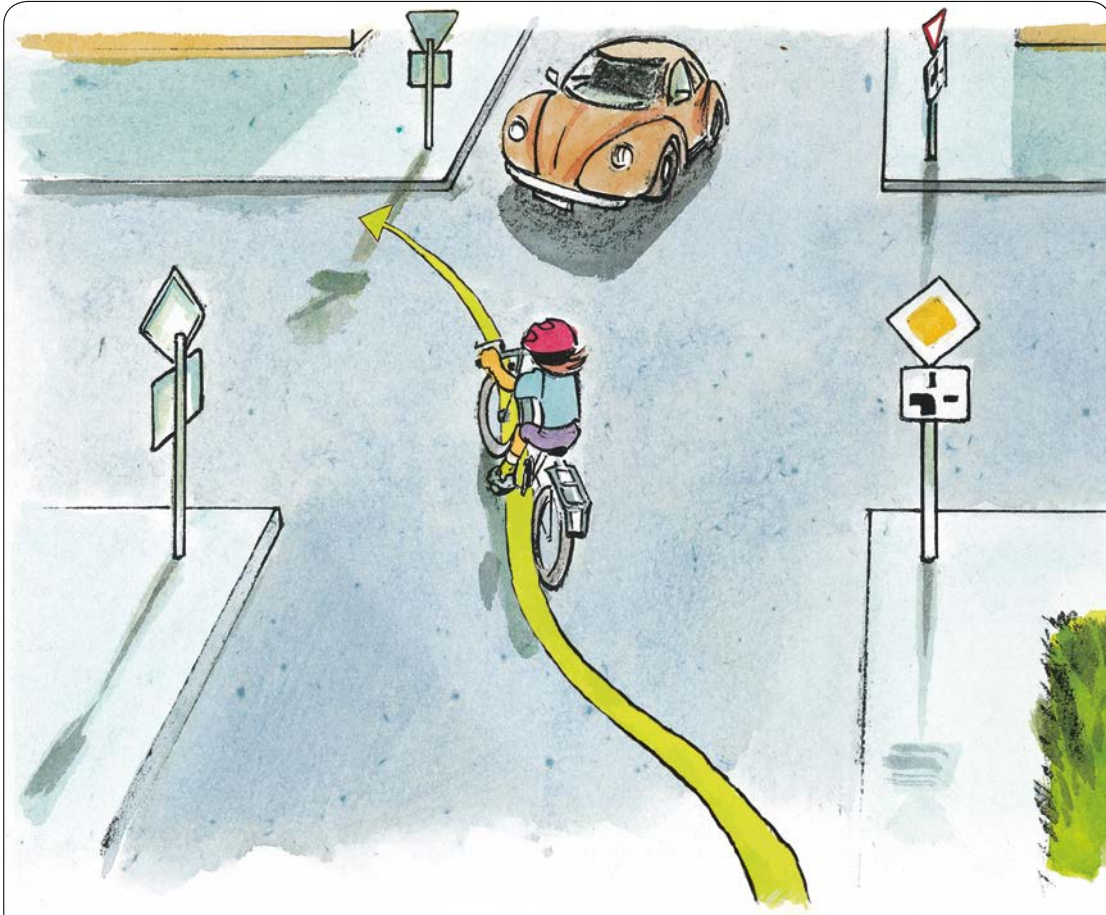
I want to turn left.

➔ I have to wait and let the oncoming traffic pass.



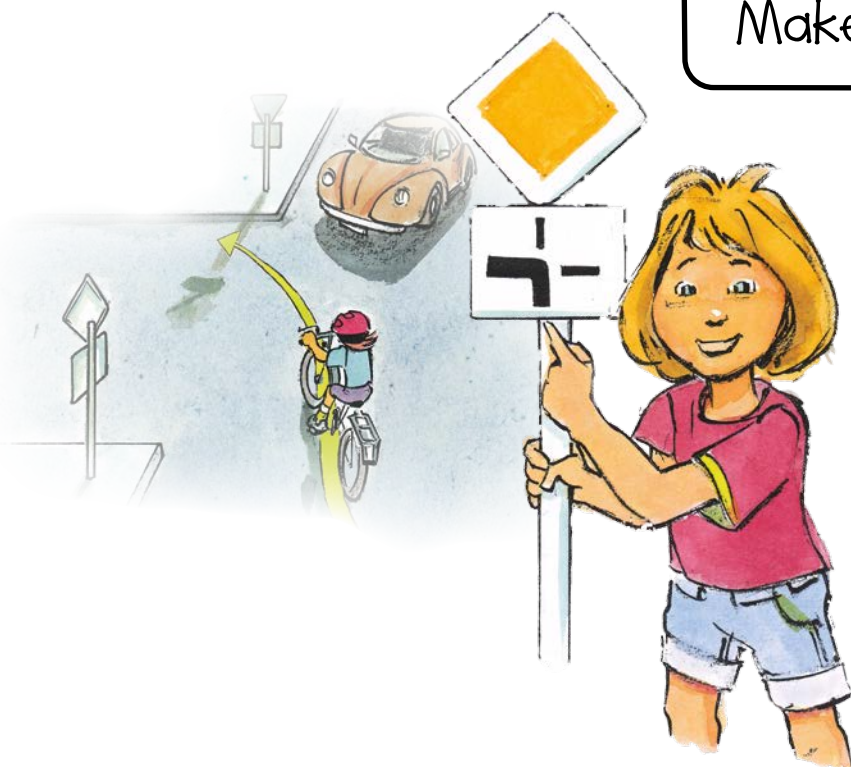
I want to turn left.

➔ I have to wait until the vehicle has turned right.



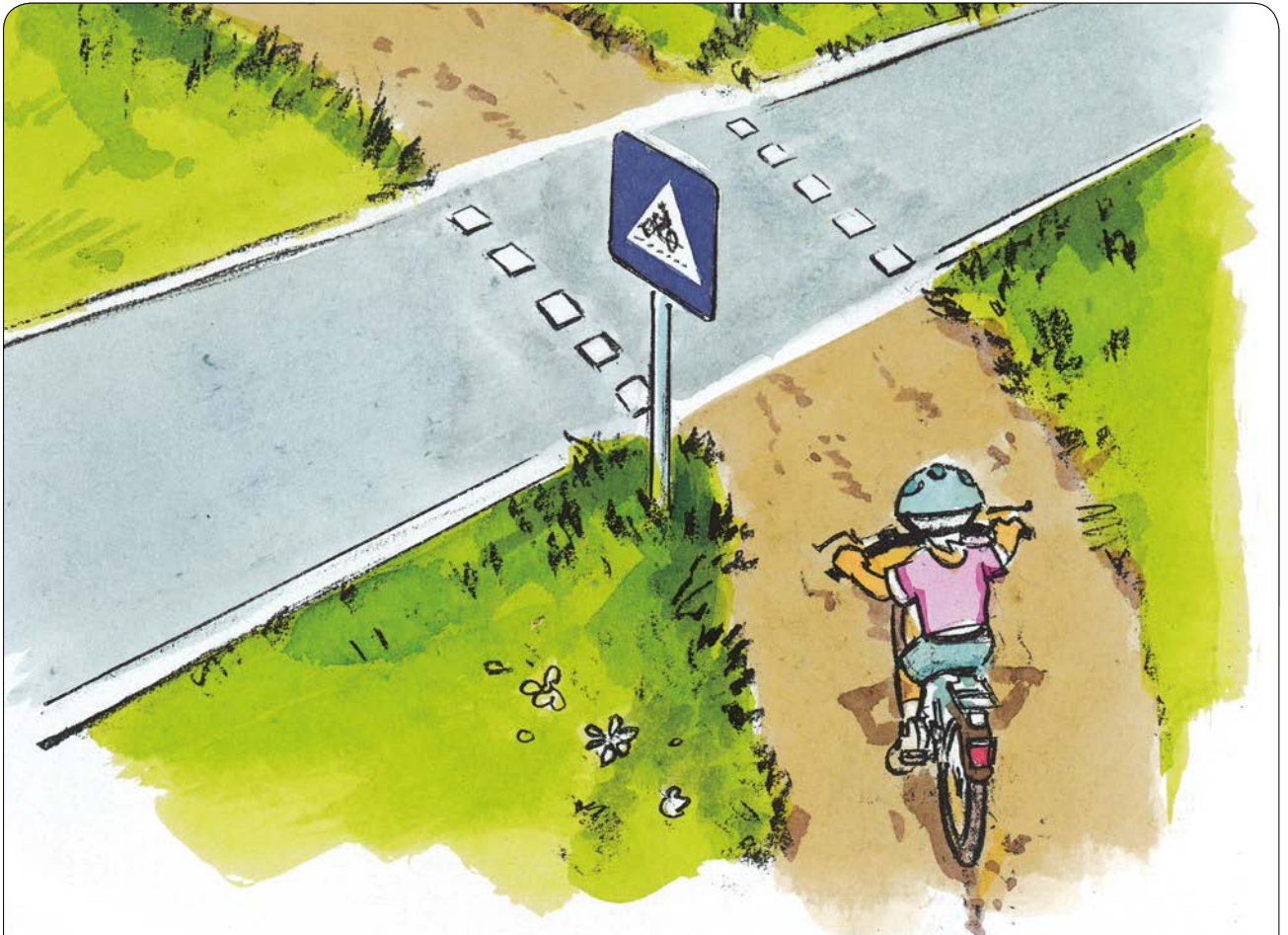
I want to turn left and stay on the priority road.

➔ I can go. But attention! Does the car driver really wait for you to pass?



Make sure!

14. You have to be particularly careful at cycle crossings on uncontrolled junctions! What do you pay attention to?



CYCLE CROSSING

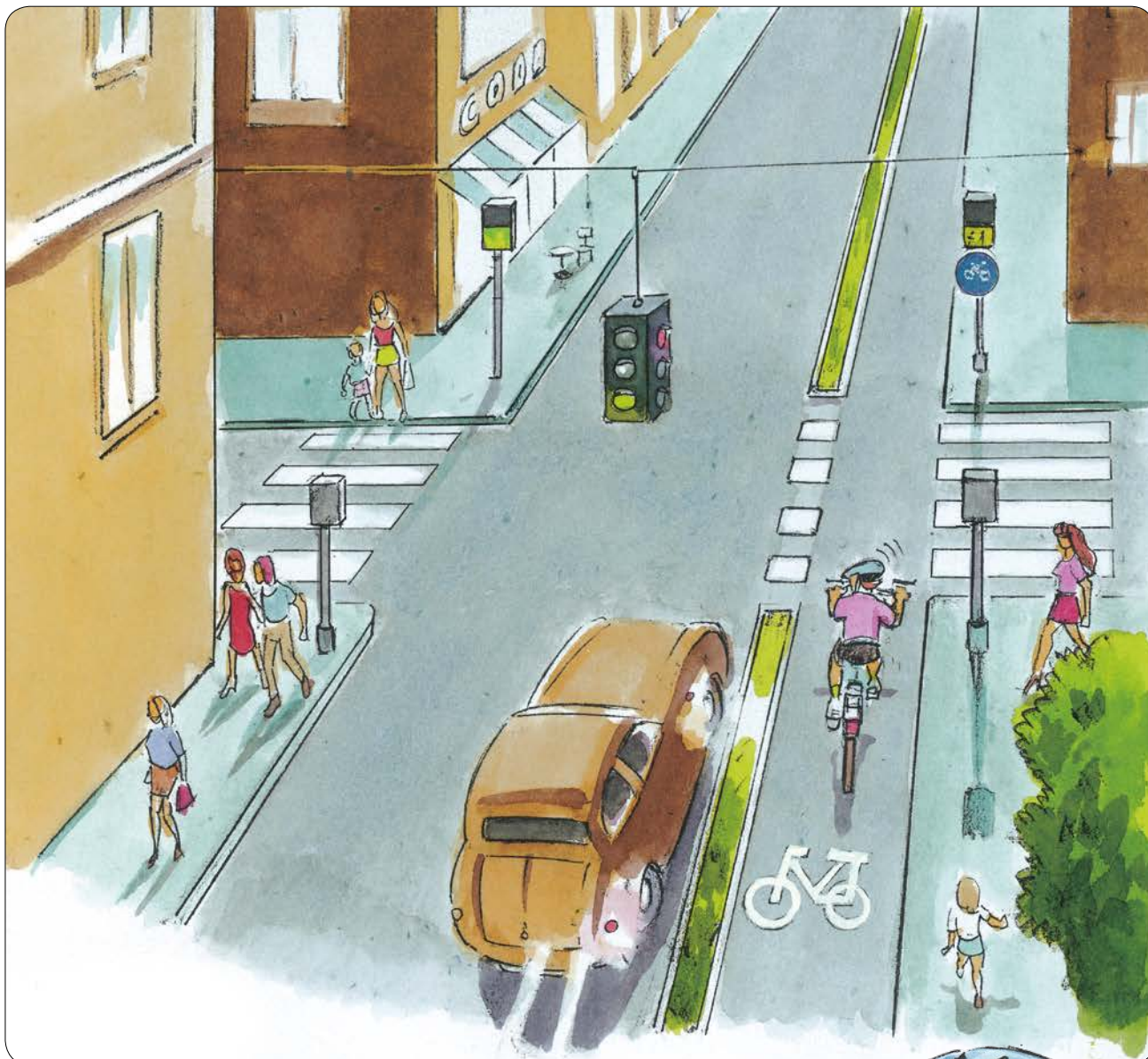
The cycle crossing connects cycle paths and cycle lanes. Here, I cross the road.

20

- ⇒ I approach the crossing carefully and slowly.
I stop before crossing.
- ⇒ I repeatedly take a look in both directions.
- ⇒ I wait until I am absolutely sure that I can cross the road.



15. You approach a controlled junction with a cycle crossing.
What do you do?

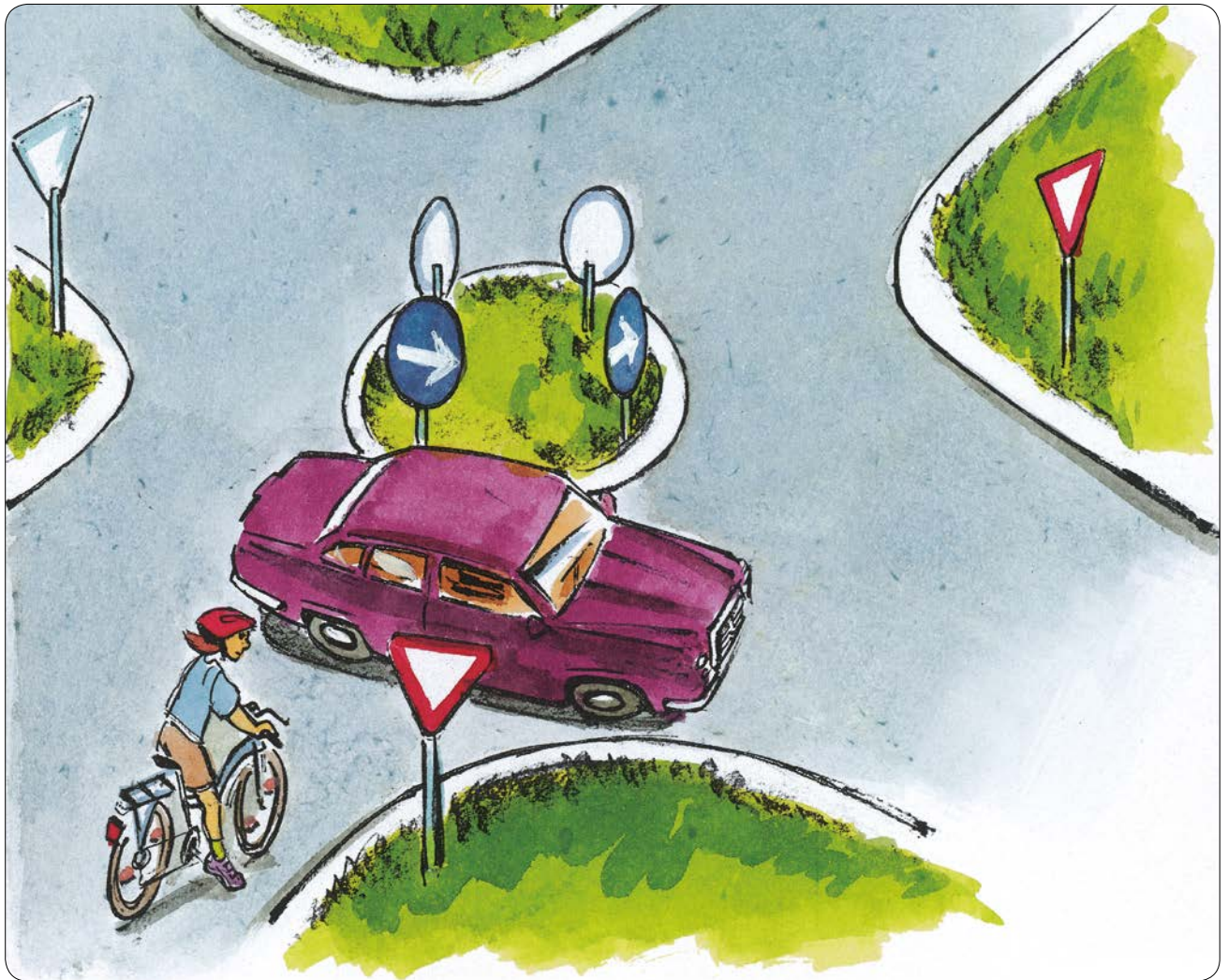


- I slow down.
- I pay attention to the signal on the traffic light.
- I take a look around and pay attention to vehicles making a turn.

If I am unsure, I give up my right of way.



16. You approach a roundabout. What do you do?

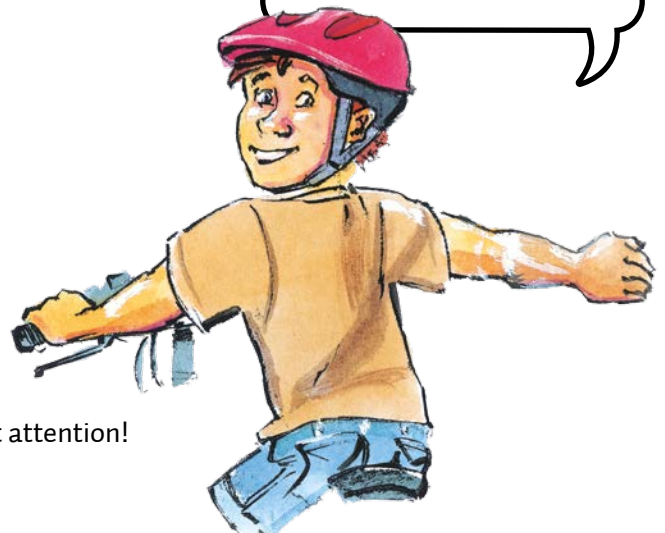


- ⇒ I respect the "Give Way" traffic sign.
- ⇒ I give way to the vehicle in the roundabout.
- ⇒ I have to give a hand signal when leaving the roundabout.

MY ADVICE:
Give a hand signal
when leaving the
roundabout.




- ⇒ I can go. Right has the right of way here. But attention!
Did the other person see me?



17. Attention, tram! What do you do?



- In the tram stop area, I am only allowed to pass the tram when cycling at walking speed. If people get in or out of the tram, I have to stop.
- I am only allowed to pass the tram on the right - also on the left in one-way streets, if there is no space on the right.
- I am not allowed to cross the tram tracks directly in front of or behind the tram.
- The tram also has right of way at zebra or cycle crossings.

 **Important:** If your tire stumbles into the tram tracks, there is an increased risk of falling. I keep a distance from the tracks or try to cross the tracks preferably at a steep angle.



18. How to recognise emergency vehicles?

⇒ I recognise them by their flashing blue light or siren.

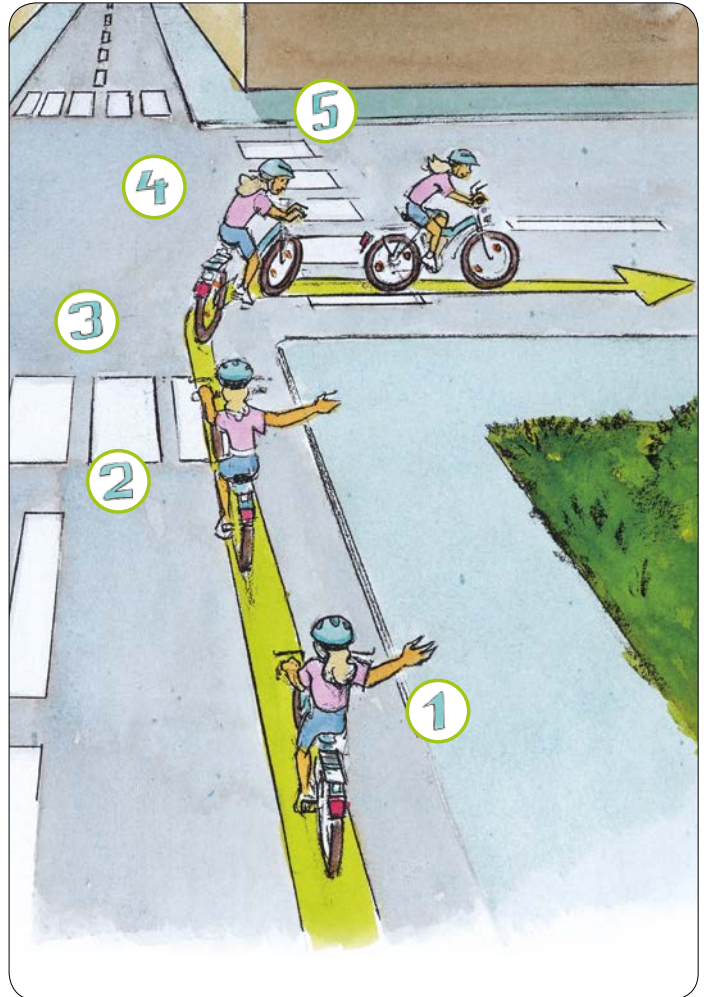
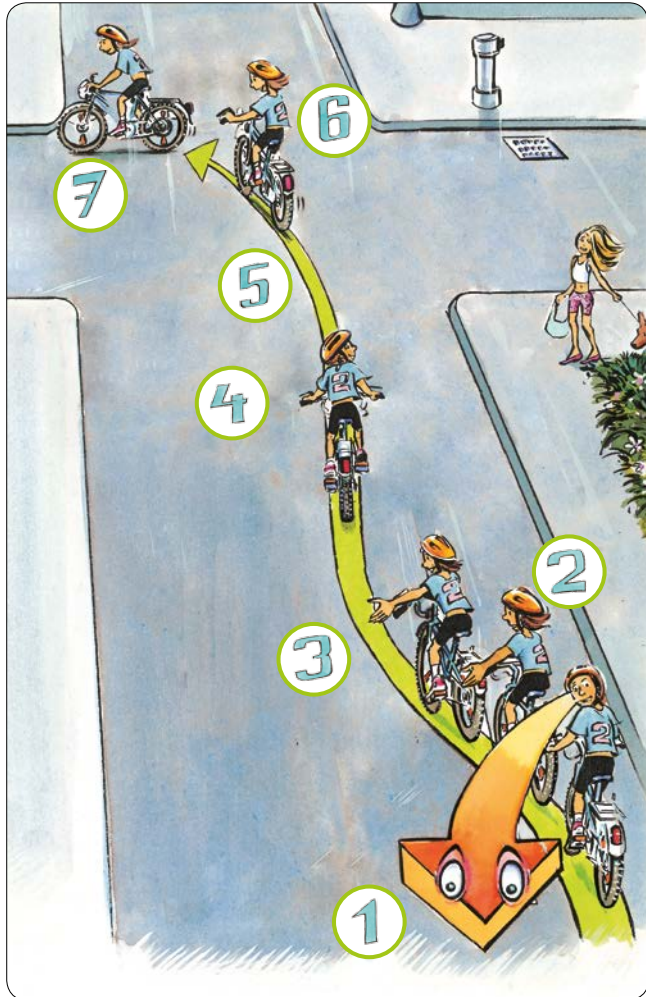


What do you do?

⇒ I immediately make space and give them priority at junctions.

What a cyclist has to be able to do

19. What is important when turning?



⇒ Turning left

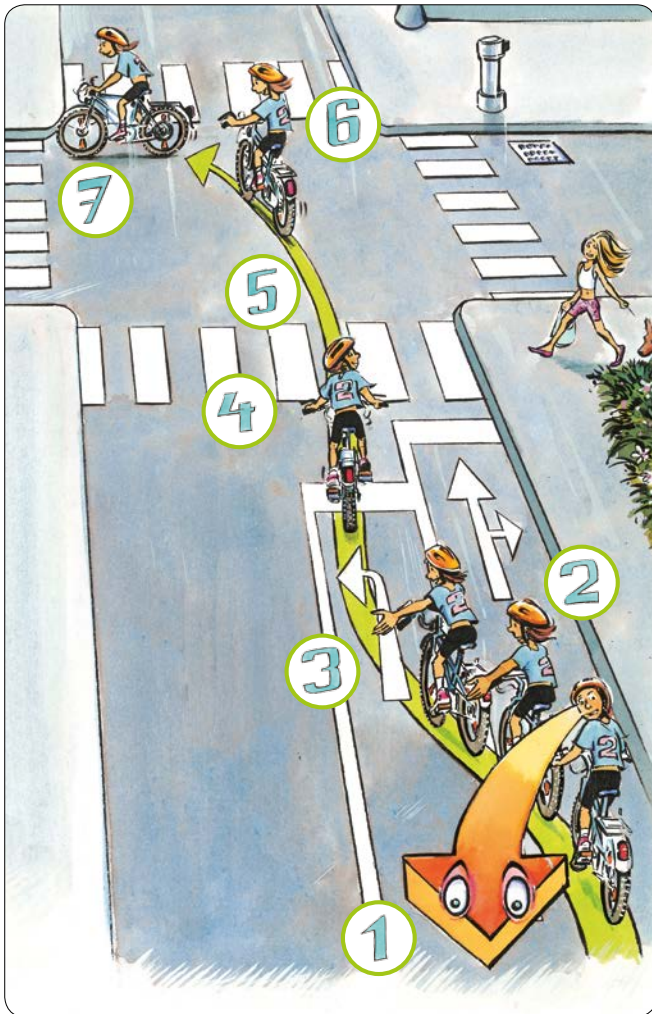
- 1 I look behind myself.
- 2 I give a clear hand signal.
- 3 I get in the proper lane.
- 4 I pay attention to pedestrians.
- 5 I pay attention to cross traffic.
- 6 I pay attention to oncoming traffic and turn left in a wide curve.
- 7 Again, I pay attention to pedestrians.

⇒ Turning right

- 1 I give a clear hand signal.
- 2 I pay attention to pedestrians.
- 3 I pay attention to cross traffic.
- 4 I turn in a narrow curve.
- 5 Again, I pay attention to pedestrians.

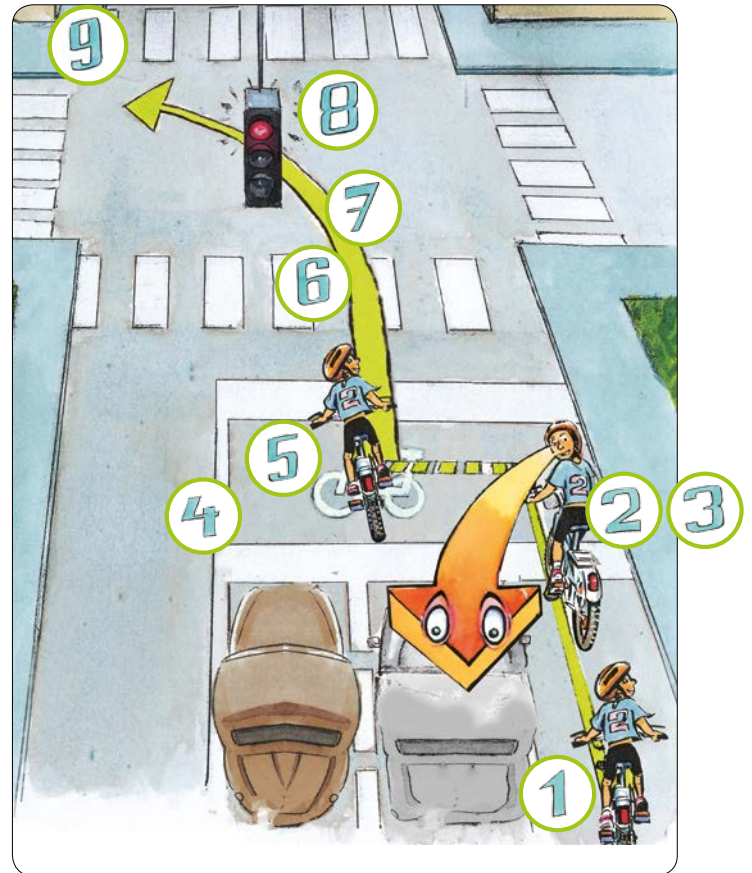


20. Which ground markings are helpful when turning?



➤ Turning left using the turning lane

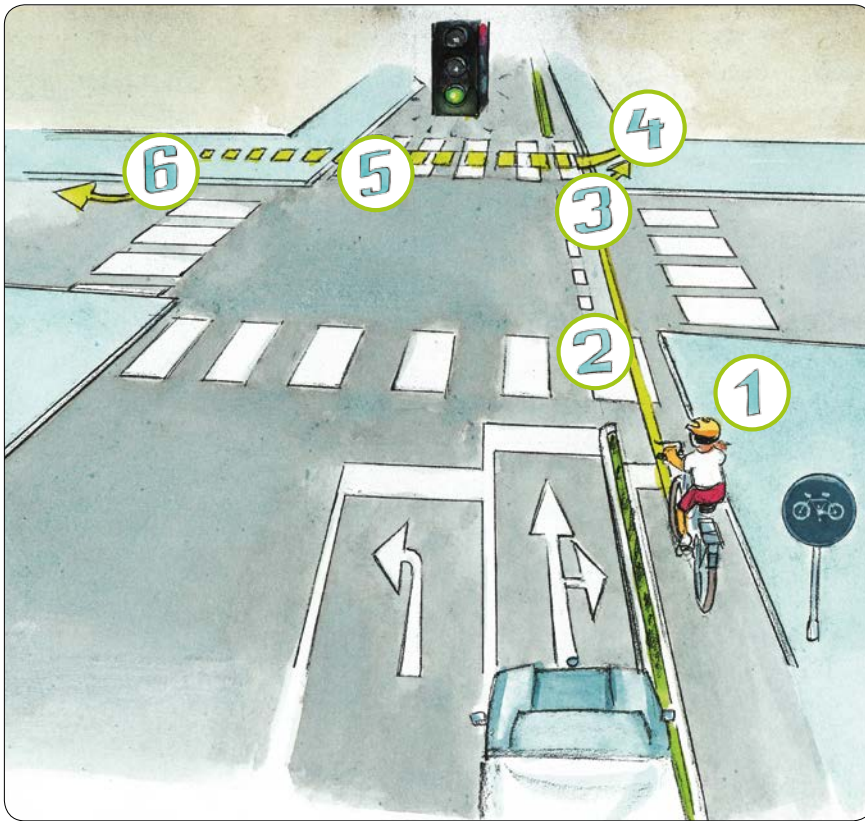
- 1 I look behind myself.
- 2 I give a clear hand signal.
- 3 I get in the proper lane.
- 4 I pay attention to pedestrians.
- 5 I pay attention to cross traffic.
- 6 I pay attention to oncoming traffic and turn left in a wide curve.
- 7 Again, I pay attention to pedestrians.



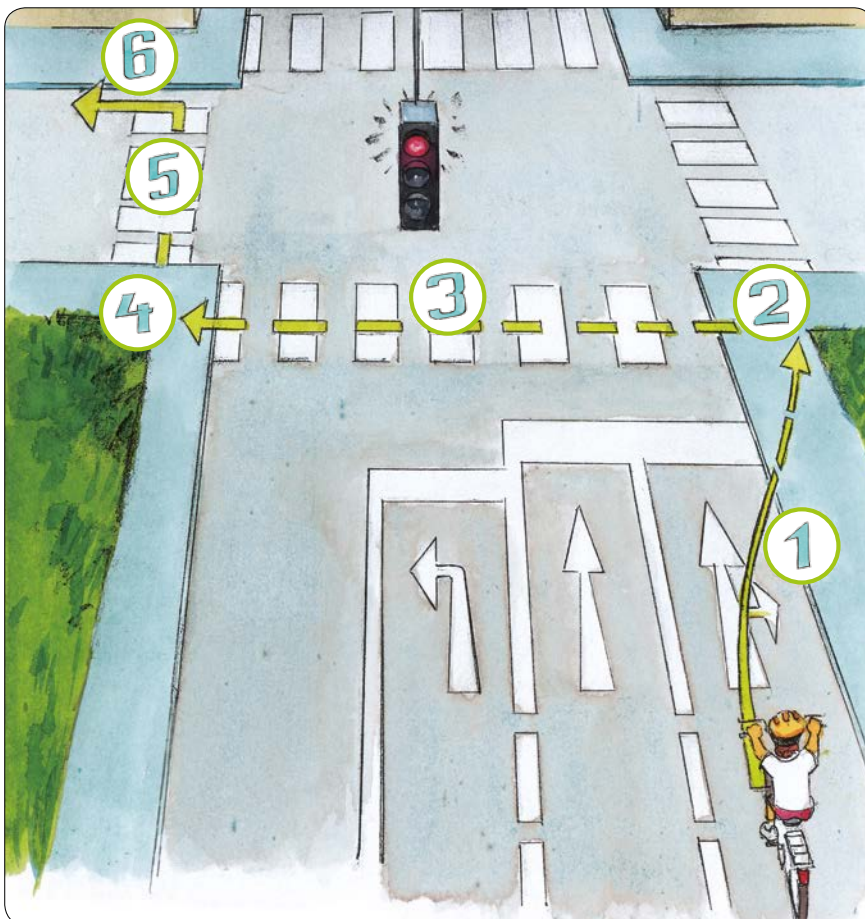
➤ Turning left at a priority stop line

- 1 I cycle right up to the junction.
- 2 I stop and wait until the traffic light turns red.
- 3 I look behind myself.
- 4 All vehicles have stopped: I position myself on the left side of the waiting area.
- 5 I wait until the traffic lights are green.
- 6 I pay attention to pedestrians.
- 7 I pay attention to cross traffic.
- 8 I pay attention to oncoming traffic and turn left in a wide curve.
- 9 Again, I pay attention to pedestrians.

⇒ Safe alternative: Indirect turning left



- 1 I observe the right of way and the traffic light.
- 2 I pay attention to vehicles approaching from behind.
- 3 I cross the road on the cycle crossing.
- 4 I push my bicycle to the pavement and stop at the edge of the pavement.
- 5 I push my bicycle across the zebra crossing.
- 6 I get back on my bicycle, pay attention to the traffic and cycle on.



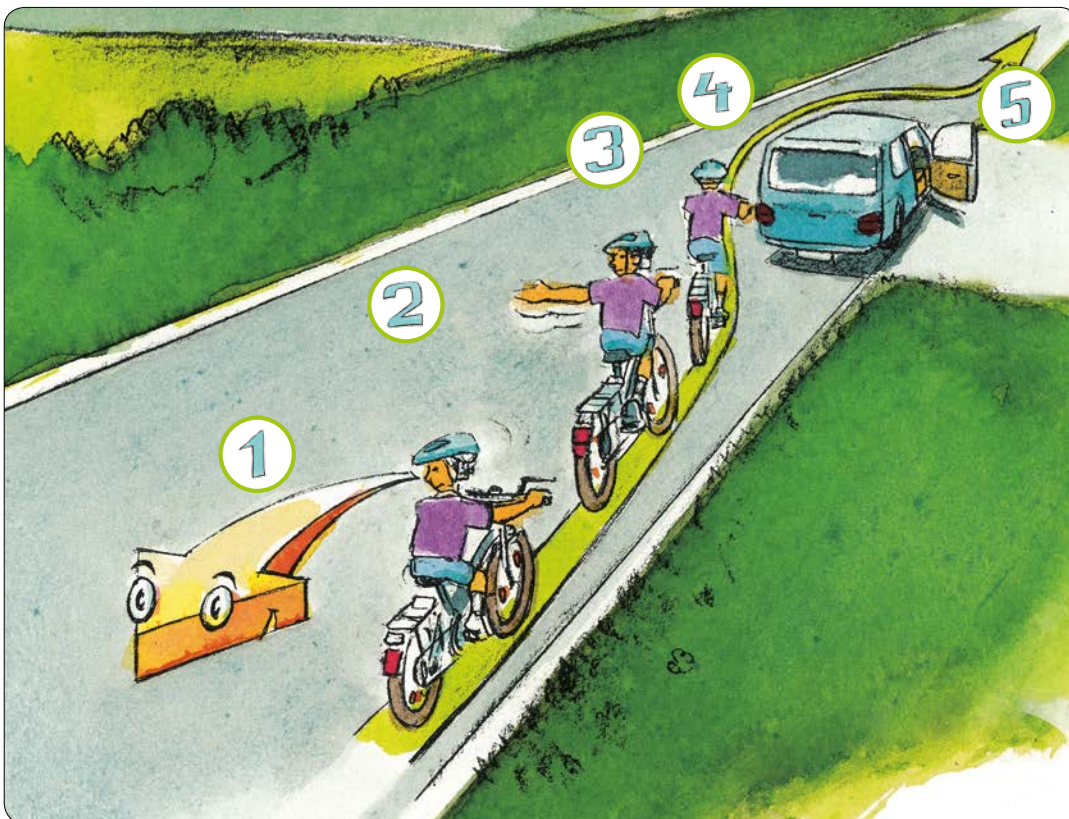
- 1 I get off at edge of the road and push my bicycle on the pavement.
- 2 I stop at the edge of the pavement.
- 3 I push my bicycle across the zebra crossing.
- 4 I push my bicycle to the pavement and stop at the edge of the pavement.
- 5 I push my bicycle across the zebra crossing.
- 6 I get back on my bicycle, pay attention to the traffic and cycle on.

21. How do you ride on the road?

- ⇒ If there is no cycle path, I ride on the road.
- ⇒ Always in a row and never side by side.
- ⇒ On the right side, but with sufficient distance to the roadside or parking vehicles.



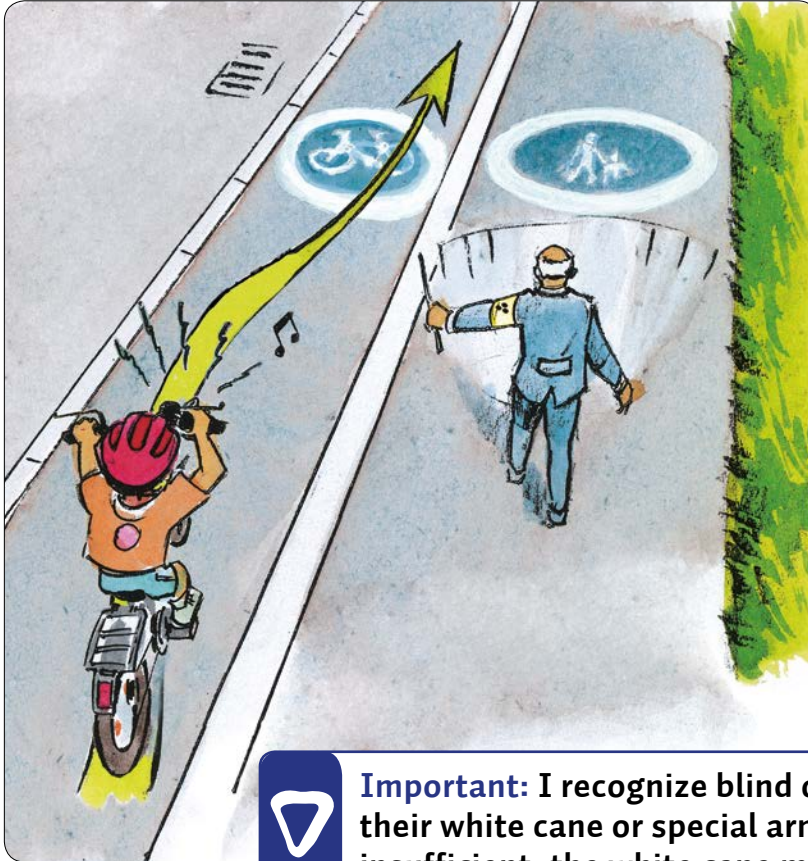
22. How do you pass an obstacle?



- 1 I look behind myself.
- 2 I give a clear hand signal.
- 3 I pay attention to oncoming traffic.
- 4 I keep enough side distance when passing.
- 5 I get back in the proper lane.

What a cyclist needs to know

23. What do you have to consider when passing elderly, blind or visually-impaired people?



- ⇒ When approaching them, I slow down so I can stop immediately if necessary.
- ⇒ When passing, I use my bell or horn so the person notices me.
- ⇒ I cycle around the person in a particularly large curve.



Important: I recognize blind or visually impaired people by their white cane or special armband. If the distance is insufficient, the white cane might get caught in the spokes – risk of accident!

Österr. Blinden- und Sehbehindertenverband, Landesgruppe Wien, NO und Bgld.

24. How to stay fully alert when cycling?

- ⇒ I do not listen to music.
- ⇒ I do not make phone calls.

Important: Do not make phone calls while cycling without a hands-free device.

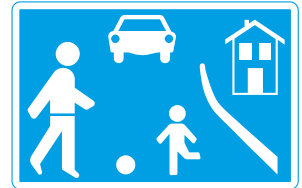


25. When am I allowed to use the pavement as a cyclist?

- ⇒ I only use the pavement when I push my bicycle.
- ⇒ I am allowed to cross it.
- ⇒ When I want to cycle again, I have to use the road or the cycle path.

26. Am I allowed to ride my bicycle on a residential street?

- ⇒ Yes. But I may not obstruct other people and have to pay special attention to pedestrians and children at play.
- ⇒ Here, I am allowed to cycle in the opposite direction of the one-way street.



27. What do you do in a shared-use area?

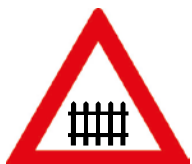
- ⇒ All road users share the same space here.
- ⇒ I have to pay attention to cars, pedestrians and other cyclists.



28. How do you act at a railway crossing?

- ⇒ I have to wait if the barrier is closed or the red light is on. I am only allowed to cycle on once the barrier is fully opened and the red light is no longer on.
- ⇒ I only cross level crossings without barrier once I am convinced that no train is approaching, since a train cannot stop quickly.

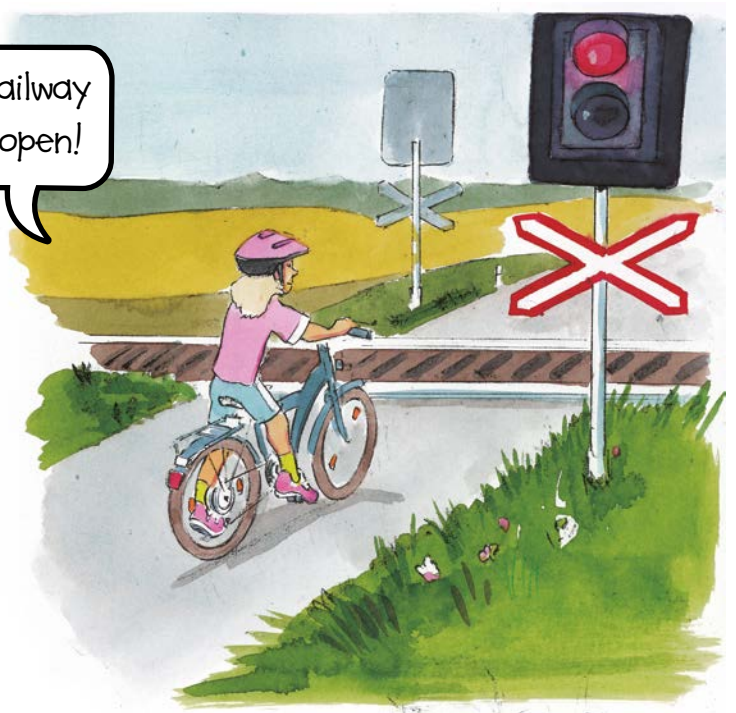
MY ADVICE: When approaching a railway crossing, keep your eyes and ears open!



Level crossing
with barriers



Level crossing
without barriers



29. What do you do at a bus stop?



- ⇒ I slow down.
- ⇒ I pay attention to pedestrians suddenly coming into the street in front of or behind the bus.
- ⇒ I slowly cycle past the bus or stop and wait until the bus drives on.



Important:
Buses which leave the bus stop have right of way!

30. What do you do when approaching a school bus?



- ⇒ I must not cycle past school buses which have their hazard lights on!

31. Blind spot


The blind spot is an area on the side of the vehicle, in front of and behind the vehicle, which cannot be seen by the driver. Even with mirrors, truck drivers cannot see cyclists or pedestrians if they are in the blind spot. You have to take special care when the truck turns right in front of you.

The truck driver sees two areas from his cabin:

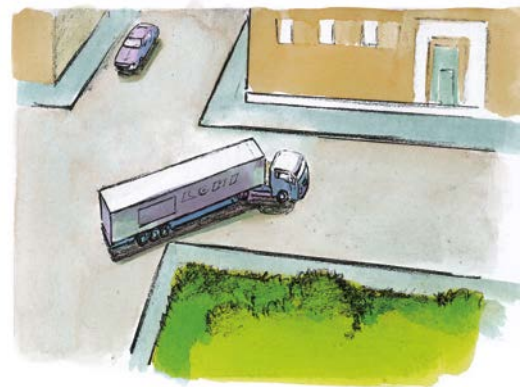


- ⇒ Through the right window, he can see the area directly on the right next to the cabin.
- ⇒ The right mirror shows the area towards the back which is on the right hand side of the truck.

The area in between (**blind spot**) cannot be seen by the driver. The cyclist in this image is in the driver's blind spot. The truck driver cannot see him!

 **Important: Special hazard due to the truck's right back tyre. Since the back tyres get closer to the pavement edge than the front tyres.**

- ⇒ When I want to go straight at a junction, I check if a truck stands next to me and if it wants to turn right.
- ⇒ If I stand next to a truck, then I try to make eye contact with the driver – also via the mirror.
- ⇒ If the truck wants to turn right in front of me, then I get off and push the bicycle from the road. I wait outside the hazard area until the truck has turned - only then will I cycle on.

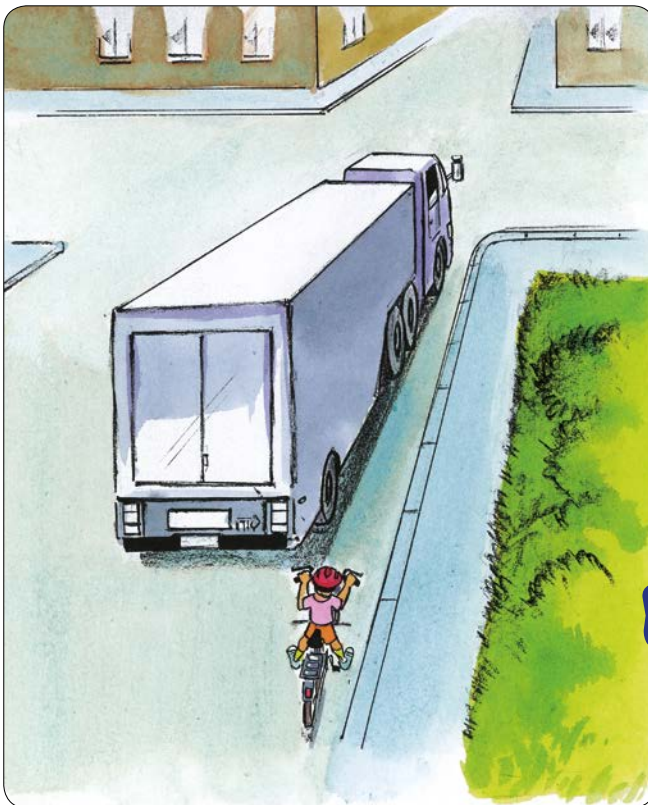


I have to also know this:

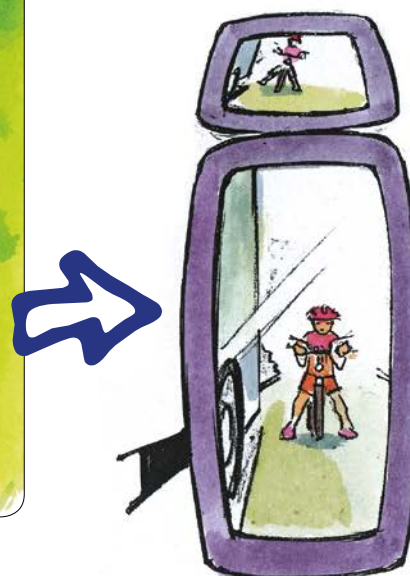
Trucks and buses have also a blind spot at the front and back.



- ➔ If I am directly in front of the truck, then the truck driver cannot see me.



- ➔ If the truck stops in front of me, then I stop behind it to make sure that the truck driver can see me in his rear mirror.

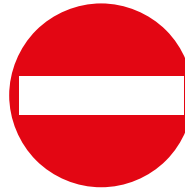


Important traffic signs



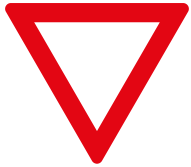
Stop

I have to stop and let everyone pass.



No entry

You may not enter this road, unless an additional sign permits it.



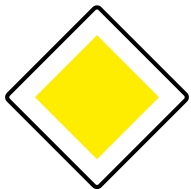
Give way

I have to let everyone pass.

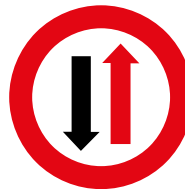


No left turn

No left turns allowed for any vehicle.



Priority road



Give priority to oncoming traffic

I have to let oncoming traffic pass.

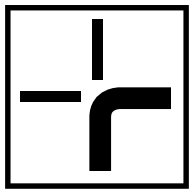


End of priority road



Cycle path

I have to use it.



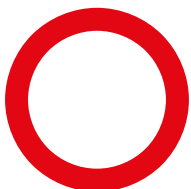
Additional sign

The thick line shows the course of the priority road.



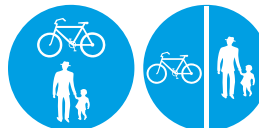
Non-mandatory cycle path

I may use it.



No vehicles allowed

Applies to both directions. Even cyclists are not allowed here. You may push the bicycle.



Shared-use path for pedestrians and bicycles

I have to use a shared-use path for pedestrian and bicycles. I pay attention to pedestrians.



No bicycles allowed

I am not allowed to cycle here. You may push the bicycle.



Non-mandatory shared-use path for pedestrians and bicycles

I may use the non-mandatory shared-use path for pedestrians and bicycles. I pay attention to pedestrians.



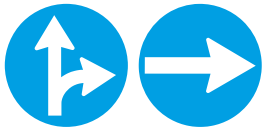
Cycling road

Only cyclists may use this road.



Dangerous steep road

Steep downward gradient.
I use both brakes.



Mandatory direction of travel

I am only allowed to cycle in the direction of the arrows.



Junction with roundabout

I approach the roundabout and have to respect right of way.



Junction with road without right of way

I approach a junction where I have right of way.



Children

I have to pay special attention to children.



Junction

I approach the junction and have to respect right of way.



Other risks

This sign warns of hazards for which there is no separate traffic sign.



Attention oncoming traffic

I have to expect oncoming traffic.



Narrowing of road



Bumpy road

I have to expect bumps and road damage.



Construction site

I have to expect obstructions and cycle slowly.



Dangerous bend

I approach a dangerous left bend.



Cycle crossing

This sign announces a cycle crossing.



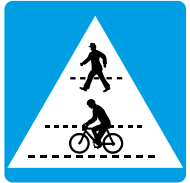
Sign of a pedestrian crossing

I must not obstruct or endanger pedestrians.



Shared-use area

All road users share the same space here. I have to pay attention to cars, pedestrians and other cyclists.



Sign for a pedestrian and cycle crossing

Cyclists and pedestrians cross the road here.



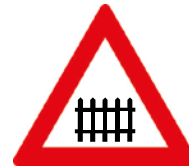
Highway, motorway

I must not cycle here.

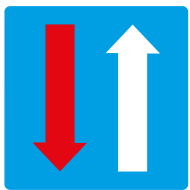


Sign for a cycle crossing

Cyclists cross the road here.



Level crossing with barriers



Oncoming traffic has to give priority

Oncoming traffic has to wait – but be careful!



Level crossing without barriers



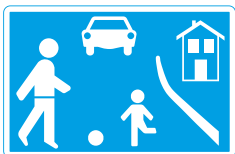
One-way street

Here I am only allowed to cycle in one direction.



Level crossing sign

This sign is positioned directly in front of a level crossing.



Residential street

I have to drive slowly and specifically pay attention to children playing and pedestrians.



Level crossing countdown marker



Pedestrian zone

Cyclists are not allowed to ride here, unless an additional sign allows it. I am, however, allowed to push the bicycle.



Pedestrian crossing

I approach the zebra crossing.



Wir wollen die bei uns kostenlos versicherten Schülerinnen und Schüler bestmöglich über Sicherheit und Gesundheit in der Schule und am Schulweg informieren. Weitere Informationen unter: www.auva.at/schulmedien

Zugegeben: nicht jeder Unfall ist vermeidbar.
Aber viele lassen sich durch Information, Wissen und Training verhindern – oder zumindest in den Folgen abmildern.

www.auva.at

ÖAMTC | GRATIS KINDER-MITGLIEDSCHAFT



Liebe Eltern!

Für Kinder von ÖAMTC Mitgliedern gibt es den passenden Schutz für jede Altersstufe – und das kostenlos!

0 bis 14 Jahre: Gratis Touring-Mitgliedschaft:

- ▶ Ermäßigungen bei Vorteilspartnern: vom Kino bis zum Wellnessurlaub
- ▶ Subsidiäre Privathaftpflicht-Versicherung bis € 363.400,- Deckungssumme
- ▶ Unfallversicherung mit € 7.270,- pauschaler Deckungssumme ab 50 % Invalidität
- ▶ Rechtshilfe, Soforthilfe in Notfällen und vieles mehr

15 bis 19 Jahre: Gratis Auto-Mitgliedschaft:

(Unabhängig davon, ob ein Elternteil ÖAMTC Mitglied ist)

- ▶ Alle gewohnten Leistungen aus der Touring-Mitgliedschaft
- ▶ Nothilfe 120: Pannenhilfe, Abschleppung, Ersatzwagen u.v.m. für Moped-, Motorrad- oder Auto-Lenker

Mit seiner eigenen Clubkarte hat Ihr Kind immer die ÖAMTC Nothilfe-Nummern bei der Hand.

Für rasche Hilfe rund um die Uhr.

Nützen Sie den Clubvorteil für Ihre Kinder!
Am besten gleich jetzt anmelden:
☎ **0800 120 120** oder www.oeamtc.at/kinder



Ein gutes Gefühl, beim Club zu sein.

The present teaching and learning guide is designed to prepare for the voluntary bicycle exam.

Information and ordering: www.jugendrotkreuz.at/rad



This booklet belongs to: