

Pilot Project on Low-Speed vehicles (LSVs)



ZENN



NEMO



GEM



KARGO



MIGHT-E TRUCK

Québec 

A publication from :

- Ministère de des transports Transports
- Société de l'assurance automobile

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Introduction

The *Highway Safety Code* allows the Minister of Transport to authorize the implementation of pilot projects, particularly to test new types of vehicles. In this context, the pilot project on the use of low-speed vehicles (LSV) was launched.

The purpose of this document is to provide citizens with information about the terms of the pilot project, the traffic regulations to obey and the mandatory equipment on these vehicles. It also presents the respective obligations of the manufacturers, the users, the Ministère des Transports du Québec (MTQ) and the Société de l'assurance automobile du Québec (SAAQ).

Further information may be obtained at the following locations:

Service de la sécurité des véhicules et
du transport

Société de l'assurance automobile du Québec
C. P. 19600 Québec (Québec) G1K 8J6
Tél. : 418 528-3214

Direction de la sécurité en transport
Ministère des Transports du Québec

700, boulevard René-Lévesque Est
Québec (Québec) G1R 5H1
Tél. : 418 643-3074, poste 2388

For the specific rules concerning the pilot project, please refer to the following documents, available on the SAAQ website:

Order

- [Number 2013-09 of the Minister of Transport](#)
- [Number 2011-09 of the Minister of Transport](#)
- [Number 2008-07 of the Minister of Transport](#)

Agreement (French only)

- [Véhicules Volt-Age inc.](#)
- [Gemcars Québec S.A.](#)
- [Services Services Précicad](#)
- [Canadian Electric Vehicles](#)

What is a low speed vehicle (LSV)?

A few years ago, Transport Canada allowed the sale of small, non-polluting vehicles by introducing a new category of vehicle: LSVs. These vehicles are subject to safety standards that are less restrictive than those for passenger vehicles.

However, LSVs also have special features that other road users do not necessarily expect, which is why their use is limited in Canada. Provinces that allow these vehicles to operate do so in the context of pilot projects designed to gather more information.

LSV features

- Four wheels.
- Run exclusively on electricity.
- Maximum speed of is between 32 and 40 km/h.
- Use in designated areas or in places where the operation of other vehicles is controlled.

- Low running costs in terms of electricity.
- Emit no greenhouse gases.

Definition of the Pilot Project

The aim of the Québec pilot project is to study the use of LSVs in a controlled, safe environment to gather the data necessary for deliberations in order to eventually authorize operation of these vehicles on a permanent basis. For the duration of the project (five years), operating LSVs year-round is allowed in all regions of Québec subject to certain safety conditions.

The pilot project has the following specific objectives:

- to test the use of LSVs on certain public roads;
- develop safe traffic rules for this type of vehicle;
- to establish standards with regard to safety equipment for LSVs.

Eligible Vehicles

The following makes of LSVs are authorized:

• Canadian Electric Vehicles	• Nemo
• Gem	• Vantage
• Goupil	• Zenn
• Kargo	

In addition to meeting Transports Canada Standards, these vehicles comply with SAAQ requirements in terms of equipment. These are the only vehicles currently accepted.

Notes:

- The agreement entered into by the SAAQ and ZENN Véhicules électriques inc. was cancelled on March 31, 2010, since production of the Zenn vehicle was discontinued;
- Since the manufacturer Véhicules Nemo inc. ceased its activities, an agreement has been entered into between the SAAQ and Véhicules Volt-Age inc., which took over manufacture of the Nemo;
- Zenn and Nemo vehicles already registered with the pilot project may still be operated in Québec under the same terms and conditions.

Assessment of the Pilot Project

Because they are responsible for the safety of road users, the MTQ and SAAQ must ensure the safe introduction of new vehicles. Together, they had to define the rules for use before allowing LSVs to operate on the road network. These rules cover various aspects, such as:

- the driver's licence required;
- registration (insurance costs);

- mandatory safety equipment (in addition to the basic equipment);
- places where the operation of LSVs is permitted;
- conditions for use;
- necessary road signs and signals;
- etc.

Traffic Regulations

Traffic regulations about LSVs prohibit, in particular, the operation of LSVs on roads used by much faster vehicles. They also aim to protect the occupants of LSVs against the risks of collision, particularly with much faster and heavier road vehicles, and serious injury.

In addition to the provisions of the *Highway(Safety(Code*, LSV drivers are also required to obey the following additional rules:

- authorization to cross roads where the speed limit is greater than 40 km/h with GEM LSVs, or where the speed limit is greater than 50 km/h with other makes of LSVs, but only at intersections where traffic lights or stop signs are present, or at traffic circles;
- prohibition from operating on slopes whose incline is 15% or greater;
- prohibition from operating on limited access roads, like highways, as well as on their entrance or exit lanes;
- prohibition from operating on public roads where the maximum speed limit is greater than 40 km/h for Gem LSVs, or where the speed limit is greater than 50 km/h for all other LSV makes;
- prohibition against pulling a trailer or semi-trailer;
- the obligation to drive in the right lane except if making a left turn, in which case drivers must signal their intention over a sufficient distance to ensure that they can perform the manœuvre without risk;
- the obligation to drive with the headlights on at all times.

Obeying these rules will ensure better road safety for all users.

Mandatory Equipment

In addition to the safety standards required by Transport Canada, LSVs must be fitted with the following equipment:

- sound warning devices (horn and a proximity warning system);
- a three-point seat belt;
- windshield wipers;
- speedometer;
- a notice indicating the maximum speed of the vehicle;
- odometre;

- a slow moving vehicle identification emblem;
- an information notice on the dashboard visible to vehicle occupants reminding drivers of the rules of the pilot project;
- doors that can completely close the cab;
- defrosting and heating systems.

Manufacturers of LSVs have been informed of the minimum equipment requirements and must ensure that vehicles are so equipped when they are delivered.

User Obligations

- hold a Class 5 (passenger vehicle) driver's licence;
- register LSVs with a "C" licence plate for road vehicles with restricted use;
- sign a declaration of commitment stating that they have read the operating rules for LSVs. This declaration also commits them to providing the SAAQ with the following data:
 - accidents or incidents that occurred;
 - kilometres driven;
 - all relevant comments.

This data must be provided upon request during the pilot project.

Manufacturer and Vendor Obligations

- hold a dealer's licence;
- provide the SAAQ and the MTQ with the relevant data gathered on the pilot project;
- provide customers with registration documents;
- inform customers of the main parameters of the pilot project and of their obligations;
- give customers the SAAQ information folder;
- ensure that the mandatory equipment is present on LSVs upon delivery.

SAAQ and MTQ Obligations

- make recommendations to the Minister;
- form a committee with certain partners to monitor and assess the pilot project;
- inform clients of their obligations and of limitations concerning use;
- gather data (kilometres driven, accidents, incidents, etc.).