

WHEREAS that Order in Council provides that the Act takes effect, with respect to that State, at a later date to be set by the Government;

WHEREAS it is expedient to set 1 July 2017 as the date of taking of effect of the Act with respect to that State;

IT IS ORDERED, therefore, on the recommendation of the Minister of Justice and the Minister of International Relations and La Francophonie:

THAT the Act respecting the civil aspects of international and interprovincial child abduction (chapter A-23.01) take effect on 1 July 2017 with respect to Morocco.

JUAN ROBERTO IGLESIAS,
Clerk of the Conseil exécutif

103048

Gouvernement du Québec

O.C. 752-2017, 4 July 2017

Highway Safety Code
(chapter C-24.2)

Low-speed vehicles

Regulation respecting low-speed vehicles

WHEREAS, under section 214.0.2 of the Highway Safety Code (chapter C-24.2), the Government may prescribe by regulation any special rules that low-speed vehicles must meet to be driven on public highways;

WHEREAS, in accordance with section 10 of the Regulations Act (chapter R-18.1) and section 140 of the Act to modify mainly the organization and governance of shared transportation in the Montréal metropolitan area (2016, chapter 8), a draft Regulation respecting low-speed vehicles was published in Part 2 of the *Gazette officielle du Québec* of 15 June 2016 with a notice that it could be made by the Government on the expiry of 20 days following that publication;

WHEREAS section 140 of the Act to modify mainly the organization and governance of shared transportation in the Montréal metropolitan area provides, in particular, that the first regulation made under section 214.0.2 of the Highway Safety Code comes into force on the date of its publication in the *Gazette officielle du Québec* or on any later date set in the regulation, despite section 17 of the Regulations Act;

WHEREAS it is expedient to make the Regulation with amendments;

IT IS ORDERED, therefore, on the recommendation of the Minister of Transport, Sustainable Mobility and Transport Electrification:

THAT the Regulation respecting low-speed vehicles, attached to this Order in Council, be made.

JUAN ROBERTO IGLESIAS,
Clerk of the Conseil exécutif

Regulation respecting low-speed vehicles

Highway Safety Code
(chapter C-24.2, s. 214.0.2)

DIVISION I PURPOSE AND SCOPE

1. The purpose of this Regulation is to determine the special rules that must be met by low-speed vehicles in order to be authorized to travel on public roads.

2. This Regulation applies to low-speed vehicles within the meaning of section 4 of the Highway Safety Code (chapter C-24.2), as amended by section 51 of the Act to modify mainly the organization and governance of shared transportation in the Montréal metropolitan area (2016, chapter 8).

DIVISION II SPECIAL RULES

§1. Lighting devices and warning lights

3. Lights, lamps and reflectors with which every low-speed vehicle must be equipped in accordance with section 215 of the Highway Safety Code (chapter C-24.2) must be installed

(1) at least 560 mm and not more than 1,370 mm from the ground in the case of the headlights referred to in subparagraph 1 of the first paragraph of that section;

(2) at least 380 mm and not more than 1,370 mm from the ground in the case of lights, lamps and reflectors referred to in subparagraphs 2 to 8 of the first paragraph of that section.

All the lights, lamps and reflectors referred to in this section must bear the marking recommended by SAE International in J759, Lighting Identification Code (February 2012).

4. Turn-signal lights of a low-speed vehicle must be connected with one another so as to come on together and intermittently, as hazard warning lights, where the hazard light control is activated.

5. In addition to activating the headlights, the headlight control of a low-speed vehicle must turn on the parking lights simultaneously, together with the lighting device for the registration plate and that in the dashboard.

6. The lighting device in the dashboard of a low-speed vehicle must come on only when the headlight control is activated.

7. The headlight receptacle of a low-speed vehicle must allow to adjust the light beam on the vertical and horizontal axes.

8. A low-speed vehicle that meets the requirements applicable to Category M vehicles (vehicle carrying passengers) and Category N vehicles (vehicle carrying goods), as the case may be, respecting performance and installation of lighting devices and warning lights provided for in Regulation No. 48 of the United Nations Economic Commission for Europe (UNECE) entitled “Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices” is deemed to meet the requirements of this subdivision.

§2. Electrical circuit

9. The electrical circuit of a low-speed vehicle must be such that the lighting devices and warning lights must not be rendered inoperative in case of failure of the powertrain battery.

§3. Controls, warning lights and indicators

10. Every low-speed vehicle must be equipped with the following controls, warning lights and indicators:

(1) a key-operated control to start the vehicle including at least the following 3 positions: “stop”, “accessories” and “motor”, the latter position allowing the concomitant supply of the accessories; the “accessories” position may be absent if a mechanical locking device for the drivetrain prevents any movement of the vehicle by the accelerator when accessories or the motor are powered;

(2) a control to put the vehicle in drive, neutral or reverse and an indicator showing the control position;

(3) a single control for the headlights, parking lights, the lighting device for the registration plate and that in the dashboard;

(4) a control for the turn-signal lights and a warning light showing when they are in use;

(5) a control for the hazard lights and a warning light showing when they are in use;

(6) a control for the windshield wiper and washer system;

(7) a control for the windshield defrosting and defogging system;

(8) a warning light for the motor operation;

(9) a warning light for high beams where the vehicle is equipped with high beams;

(10) a warning light in case of pressure loss in the brake fluid or a decrease in the fluid level;

(11) a warning light showing when the parking brake is activated;

(12) a warning light or buzzer showing when seat belts are not fastened;

(13) an indicator for the charge level of the powertrain battery;

(14) a speed indicator showing the vehicle’s speed in kilometres per hour, with a margin of error of less than 10%;

(15) a horn of an intensity ranging from 82 to 102 dB at a distance of 15 m; and

(16) a proximity and reverse warning system that

(a) turns on manually and emits an intermittent sound to signal the presence of the vehicle in motion in the vicinity of a pedestrian or cyclist;

(b) turns on automatically and emits an intermittent sound when the vehicle is in reverse;

has a sound intensity lower than that referred to in paragraph 15, but is audible at 15 m in normal urban driving conditions.

11. Each control, warning light and indicator mentioned in section 10 must be identified by a symbol recognized internationally, if any.

12. The controls mentioned in section 10 must be located so that the driver may operate them easily while seated in the normal driving position and held by the seat belt.

13. The warning lights and indicators mentioned in section 10, as well as their means of identification, must be located so the driver can see them under the conditions described in section 12.

14. The lighting device in the dashboard of a low-speed vehicle must provide sufficient light for the controls, warning lights, indicators and their means of identification.

§4. *Braking and stopping systems*

15. Every low-speed vehicle must be equipped with a service brake system composed of at least 2 subsystems activated by a single control and designed so that the failure of a subsystem, other than the rupture of a sleeve common to a number of subsystems, cannot hamper the good working order of another subsystem.

A non-slip pedal must be used to activate the service brake system.

16. Every low-speed vehicle must be equipped with a friction parking brake system with a solely mechanical means to keep it in braking position.

The control for that braking system must be independent from the control for the service brake system.

An anti-slip pedal or lever must be used to activate the parking brake system.

17. Every low-speed vehicle not equipped with a device to immobilize the powertrain must be equipped with a warning sound and a warning light that are automatically activated when the key-operated control to start the vehicle is put in the “stop” position while the parking brake is not applied.

18. Every low-speed vehicle must meet all the requirements in sections 20 and 21 and, if applicable, those in section 22, regarding the efficiency of its service brake system and parking brake system when tested in accordance with the methods prescribed by those sections and in the conditions provided for in section 19, without any rupture, severance or warping of one of their components and without brake fluid leakage.

19. All the tests are carried out in the following conditions:

- (1) they take place on a straight bitumen or concrete roadway that is dry, clean and without oil or grease;
- (2) the vehicle weighs its gross vehicle weight rating;
- (3) the tires are inflated at the pressure determined by the manufacturer.

In the following provisions relating to those tests, the letter “V” refers to the maximum speed of the vehicle in kilometres per hour. The calculation is made without taking into account units of measure and the result obtained corresponds to a braking distance in metres.

20. Tests are carried out in cold and hot conditions to check the efficiency of the service brakes of the vehicle. For each of the situations described in the third and fourth paragraphs, a series of 3 tests, at least one of which must meet the requirements provided for in those paragraphs, must be carried out.

The cold and hot testing of the service brake system are carried out according to the following method:

- (1) they take place on a flat surface;
- (2) the vehicle is driven at its top speed;
- (3) the force applied to the pedal does not exceed 500 N;
- (4) before the tests, the friction components in the brake system have been broken in following 100 brakings from the vehicle’s top speed to a deceleration that does not cause the friction components to overheat.

The following cold testing of the service brake system are carried out when the system is at ambient temperature:

- (1) a first series of tests is carried out without rendering any subsystem inoperative. In that situation, the braking distance must not be greater than $0.1 V + 0.006 V^2$;
- (2) a second series of tests is carried out with a subsystem rendered inoperative. In that situation, the braking distance must not be greater than $0.1 V + 0.0158 V^2$;
- (3) in the case of a vehicle equipped with a braking assistance system, a third series of tests is carried out with that system rendered inoperative. In that situation, the braking distance must not be greater than $0.1 V + 0.0158 V^2$;
- (4) in the case of a vehicle equipped with a regenerative braking system, a fourth series of tests is carried out with that system rendered inoperative. In that situation, the braking distance must not be greater than $0.1 V + 0.0158 V^2$.

Only one series of hot tests of the service brake system is carried out within the minute that follows the warming up of the system by means of successive decelerations from the vehicle’s top speed down to half that speed. That series of tests is carried out from the vehicle’s top speed to its complete stop. In that situation, the braking distance must not be greater than $1.4 \times (0.1 V + 0.006 V^2)$.

In addition, for all the tests prescribed by this section, the vehicle must not skid by more than 15° in relation to the longitudinal axis of the roadway when stopping and, if the wheels block, the rear wheels must not block before the front wheels.

21. Two tests are carried out to check the efficiency of the parking brake system of the vehicle. Those tests are carried out according to the following method:

- (1) they take place on a 30% slope;
- (2) the device to immobilize the powertrain, if any, is disengaged;
- (3) the force applied on the parking brake control does not exceed 400 N for a hand control and 500 N for a foot control.

The first test consists in keeping the vehicle still in the slope, in one direction, for 5 minutes or more. The second test is to the same effect, but in the opposite direction.

22. Where a low-speed vehicle is designed for towing, tests identical to those provided for in section 20 are carried out again with the vehicle and the trailer bearing the maximum capacity certified by the manufacturer. The vehicle must meet all the requirements provided for in sections 18 and 20, except regarding the braking distance provided for in subparagraph 1 of the third paragraph of section 20, which must not be greater than $0.1 V + 0.0158 V^2$, and the braking distance provided for in the fourth paragraph of that section, which must not be greater than $1.4 \times (0.1 V + 0.0158 V^2)$.

For the purposes of the first paragraph, it is allowed to equip the trailer with independent brakes to satisfy the requirements provided for therein.

§5. *Steering column*

23. Where the angle between the steering column of a low-speed vehicle and a horizontal plane is less than 60 degrees, the steering column must be capable of retracting by at least 100 mm in order to minimize the recoil of the steering wheel in case of frontal impact. That length may be shorter if other devices are installed in the vehicle to limit the risks of upper body injury in case of frontal impact, for example the installation of an air bag, and a frontal fixed barrier impact test at 40 km/h so demonstrates.

§6. *Doors*

24. Every low-speed vehicle must be equipped with rigid side doors or tube doors that extend at least 300 mm above the base of the seats. Doors or tube doors that may be removed without using tools are permitted if a frontal fixed barrier impact test at 40 km/h demonstrates that the doors or tube doors do not detach from the vehicle.

Where a vehicle is driven on a public road, the doors or tube doors must be attached and closed.

§7. *Fenders*

25. Every low-speed vehicle must be equipped with fenders to protect other road users from the projection, caused by the tread of the tires, of objects or matters that may be on the roadway.

§8. *Driver's seat and headrest*

26. The driver's seat or pedals of a low-speed vehicle must be adjustable lengthways without tools.

Once they are adjusted, the seat or the pedals, as the case may be, must remain in the chosen position.

27. The front seats in a low-speed vehicle must be equipped with a cushioned headrest that can reach a minimum height of 770 mm measured along the backrest, from the base of the seat to the top of the headrest. If the inside height of the vehicle makes it physically impossible for the headrest to reach the prescribed minimum height, the distance between the top of the headrest and the roof must not exceed 25 mm.

The front seats' headrests may also be fastened to the side wall of the passenger compartment. In such case, they must be fastened right above the back of the seat and meet the conditions provided for in the first paragraph. They must also be adjustable lengthways.

Where a headrest is adjustable, it must be designed so as to remain in the chosen position, even in case of impact.

§9. *Windows*

28. The windows of a low-speed vehicle must comply with the requirements applicable to vehicles with the same configuration provided by SAE International standard ANSI/SAE Z26.1, Safety Glazing Materials for Glazing Motor Vehicles and Motor Vehicle Equipment Operating on Land Highways (1996).

29. A low-speed vehicle that meets the requirements applicable to Category M vehicles (vehicle carrying passengers) and Category N vehicles (vehicle carrying goods), as the case may be, respecting composition and installation of windows provided for in Regulation No. 43 of the United Nations Economic Commission for Europe (UNECE) entitled “Uniform provisions concerning the approval of safety glazing materials and their installation on vehicles” is deemed to meet the requirements of this subdivision.

§10. Rearview mirrors

30. Rearview mirrors with which every low-speed vehicle must be equipped in accordance with section 262 of the Highway Safety Code (chapter C-24.2) must

(1) be flat and have a reflective surface of at least 80 cm², except for the rearview mirror placed outside on the right side of the vehicle which may be convex, in which case it must have a reflective surface of at least 64 cm²;

(2) reflect at least 35% of the incident light; and

(3) be adjustable from inside the vehicle on the vertical and horizontal axes and remain in the chosen position.

§11. Sun visor

31. Every low-speed vehicle must be equipped with

(1) an adjustable sun visor on the driver’s side and that remains in the chosen position; or

(2) a tinted film applied to the top part of the windshield.

§12. Windshield wiper and washer system

32. Every low-speed vehicle must be equipped with a front windshield wiper and washer system.

The wiper blades must make even contact with the windshield and sweep the area necessary for driving the vehicle.

The stroke frequency of the wiper system, or at least 1 speed if the system has more than 1, must range from 20 to 45 strokes per minute.

§13. Heating system

33. Every low-speed vehicle with a closed passenger compartment must be equipped with a heating system for the passenger compartment.

§14. Windshield defrosting and defogging system

34. Every low-speed vehicle must be equipped with a windshield defrosting and defogging system with sufficient power to remove the frost or fog that may appear on the windshield over the area covered by the windshield wipers.

§15. Batteries

35. The batteries likely to emit gas that are installed in a low-speed vehicle must be installed in leakproof compartments ventilated by air from outside the passenger compartment.

§16. Seat belts and anchorages

36. Every low-speed vehicle must be equipped, for each seating position, with a seat belt that

(1) includes a pelvic restraint and an upper torso restraint that may not be detached from one another;

(2) is adjustable by means of an emergency-locking retractor; and

(3) may not be detached from the anchorages that attach it to the vehicle in accordance with section 37.

37. Anchorages that attach the seat belts to the low-speed vehicles must be installed for each seating position.

The anchorages must be able to withstand

(1) a force of 10,000 N applied simultaneously to the pelvic restraint and the upper torso restraint during a test carried out following the method provided for in section 210 of Schedule IV to the Motor Vehicle Safety Regulations (C.R.C., c. 1038); or

(2) a head-on collision at 40 km/h into a fixed barrier.

In both cases, the anchorages must not separate completely from the vehicle structure or seat structure. However, a deformation of the vehicle at the anchorage points is allowed during the test if the test shows that no part of the vehicle would have come into contact with the occupant of the seat seating in normal position (medium).

§17. Tires and rims

38. Every low-speed vehicle must be equipped with tires complying with the requirements applicable to passenger vehicles provided for in section 110 of Schedule IV to the Motor Vehicle Safety Regulations (C.R.C., c. 1038).

The requirements provided for in that section regarding the maximum load on the vehicle's tires and the information that must appear in the vehicle also apply.

39. Every low-speed vehicle must be equipped with rims of the dimension and capacity determined by the manufacturer of the tires fitted on the vehicle.

§18. Information notice and label

40. Every low-speed vehicle must be equipped with a 13 cm x 18 cm information notice complying with Schedule A to this Regulation, which must be installed inside the vehicle so it is visible to its occupants.

41. Every low-speed vehicle must be equipped with a label that includes the message provided for in Schedule B to this Regulation, which warns the first responders of the presence of high electrical voltage in the vehicle, which must be installed in the lower left corner of the windshield.

§19. Compliance of a low-speed vehicle

42. The manufacturer or importer of a low-speed vehicle must provide the Société de l'assurance automobile du Québec, before the vehicle is authorized to travel on public roads, with a complete record, including the testing reports on braking systems and seat belt anchorages, proving that the low-speed vehicle complies with the special rules regarding equipment provided for in this Regulation.

43. The identification number of a low-speed vehicle must contain a character, chosen by the manufacturer, indicating that the vehicle complies with the special rules regarding equipment provided for in this Regulation. The vehicle's manufacturer or importer must inform the Société de l'assurance automobile du Québec of the character chosen.

Despite the first paragraph, the vehicle's manufacturer or importer may propose, to the satisfaction of the Société, another means of indicating that the vehicle complies with the special rules.

DIVISION III
TRANSITIONAL AND FINAL

44. Sections 3 to 8, paragraphs 1, 3 to 10, 12, 13 and subparagraph *b* of paragraph 16 of section 10, sections 11 to 14, 23, 26 and 29 of this Regulation do not apply to low-speed vehicles registered for the first time under the Highway Safety Code (chapter C-24.2) before the end of the second year following 19 July 2017.

45. This Regulation comes into force on 19 July 2017.

SCHEDULE A
(s. 40)

AVERTISSEMENT
Véhicule à circulation restreinte

- Ce véhicule ne respecte pas toutes les exigences de sécurité des véhicules de promenade.
- Ce véhicule est soumis à des règles particulières de circulation.

Chemins interdits	
Règles	Chemins obligatoires
<p style="text-align: center;">Classe 5 Phares allumés Klaxon de proximité À l'arrière</p>	
<p>Interdiction de croiser un chemin de plus de 50 km/h, sauf à une intersection où il est régi par :</p>	<p>Voie de droite, sauf pour virage à gauche, ou si voie réservée, obstruée ou fermée</p>
Interdiction d'enlever ou d'altérer cette vignette	

SCHEDULE B
(s. 41)

