AN ACT relating to motor vehicles; revising provisions governing fully autonomous vehicles; and providing other matters properly relating thereto.

Legislative Counsel’s Digest:

Under existing law, a low-speed vehicle is defined as a motor vehicle that: (1) is 4-wheeled; (2) the speed of which that is attainable in 1 mile is more than 20 miles per hour and not more than 25 miles per hour on a paved level surface; (3) weighs less than 3,000 pounds; and (4) complies with certain safety standards. (NRS 484B.637) Section 3 of this bill defines a “neighborhood occupantless vehicle” as a low-speed vehicle that is not designed, intended or marketed for human occupancy. Section 3 provides that an operator of such a vehicle who operates the vehicle on a roadway with a speed limit of greater than 35 miles per hour but not more than 45 miles per hour is operating the vehicle in compliance with state law if the operator complies with certain restrictions on speed and equipment requirements for motor vehicles.

Existing law provides for certain restrictions on speed on the driver of a motor vehicle. (NRS 484B.627, 484B.630) Sections 1 and 2 of this bill make conforming changes by revising such provisions to apply to an operator of a motor vehicle.

Existing law defines a fully autonomous vehicle as a motor vehicle that is equipped with an automated driving system which is designed to function at a certain level of driving automation. (NRS 482A.036) Section 4 of this bill makes certain provisions concerning required equipment for a motor vehicle inapplicable to certain fully autonomous vehicles that are exclusively operated by an automated driving system. Section 4 exempts a fully autonomous vehicle that is exclusively operated by an automated driving system from the requirement that it be equipped with: (1) a mirror so located as to reflect to the driver a view of the highway; (2) windshield wipers; and (3) equipment to light the road with multiple beams. Section 4 also exempts a fully autonomous vehicle that is operated exclusively by
an automated driving system from the requirement that it be equipped with a
muffler unless the vehicle contains an internal combustion engine.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. NRS 484B.627 is hereby amended to read as
follows:

484B.627 1. If any driver [drives] or operator of a motor
vehicle drives or operates a motor vehicle at a speed so slow as to
impede the forward movement of traffic proceeding immediately
behind the driver [.] or operator, the driver or operator shall:
(a) If the highway has one lane for traveling in each direction
and the width of the paved portion permits, drive to the extreme
right side of the highway and, if applicable, comply with the
provisions of NRS 484B.630;
(b) If the highway has two or more clearly marked lanes for
traffic traveling in the direction in which the driver or operator
is traveling, drive in the extreme right-hand lane except when
necessary to pass other slowly moving vehicles; or
(c) If the highway is a controlled-access highway, use alternate
routes whenever possible.

2. A person shall not bring a vehicle to a complete stop upon a
roadway so as to impede or block the normal and reasonable
movement of traffic unless the stop is necessary for safe operation
or in compliance with law.

Sec. 2. NRS 484B.630 is hereby amended to read as follows:

484B.630 1. On a highway that has one lane for traveling in
each direction, where passing is unsafe because of traffic traveling
in the opposite direction or other conditions, the driver or operator
of a slow-moving vehicle, behind which five or more vehicles are
formed in a line, shall, to allow the vehicles following behind to
proceed, turn off the roadway:
(a) At the nearest place designated as a turnout by signs erected
by the public authority having jurisdiction over the highway; or
(b) In the absence of such a designated turnout, at the nearest
place where:
(1) Sufficient area for a safe turnout exists; and
(2) The circumstances and conditions are such that the driver
or operator is able to turn off the roadway in a safe manner.

2. A person who violates subsection 1 is guilty of a
misdemeanor.

3. As used in this section, “slow-moving vehicle” means a
vehicle that is traveling at a rate of speed which is less than the
posted speed limit for the highway or portion of the highway upon
which the vehicle is traveling.

Sec. 3. NRS 484B.637 is hereby amended to read as follows:

484B.637 1. As used in this section, “low-speed vehicle”
means a motor vehicle:
(a) That is 4-wheeled;
(b) The speed of which that is attainable in 1 mile is more than
20 miles per hour and not more than 25 miles per hour on a paved
level surface;
(c) The gross vehicle weight rating of which is less than 3,000
pounds; and
(d) That complies with the standards for safety of such a vehicle
set forth in Federal Motor Safety Standard No. 500 at 49 C.F.R. §
571.500.

2. If registered, a low-speed vehicle may be operated upon a
highway where the posted speed limit is 35 miles per hour or less. A
person shall not operate a low-speed vehicle upon a highway where
the posted speed limit is greater than 35 miles per hour, except to
cross such a highway at an intersection.

3. Notwithstanding the provisions of subsection 2, an
operator of a neighborhood occupantless vehicle operating on a
roadway with a speed limit of greater than 35 miles per hour but
not more than 45 miles per hour is operating in compliance with
state law if the operator complies with the provisions of NRS
484B.627, 484B.630 and 484D.545.

4. As used in this section, “neighborhood occupantless
vehicle” means a low-speed vehicle that is not designed, intended
or marketed for human occupancy.

Sec. 4. Chapter 484D of NRS is hereby amended by adding
thereto a new section to read as follows:

1. The provisions of subsection 3 of NRS 484D.210 and NRS
484D.430 and 484D.445 do not apply to a fully autonomous
vehicle that is operated exclusively by an automated driving
system.

2. The provisions of NRS 484D.415 do not apply to a fully
autonomous vehicle that is operated exclusively by an automated
driving system unless the fully autonomous vehicle is equipped
with an internal combustion engine.

Sec. 5. This act becomes effective on July 1, 2021.