



immobilizations may also present a secondary safety risk, by obstructing the paths of emergency response vehicles and thereby delaying their emergency response times.

At this time, the specific number of immobilization incidents is unknown. As such, the above Failure Report Summary does not include statistics for these events. However, NHTSA has learned about multiple immobilization incidents through a variety of sources, including discussions with Cruise, media reports, and submissions from local authorities, such as the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA).

The Office of Defects Investigation (ODI) is opening this Preliminary Evaluation (PE) to determine the scope and severity of the potential problem and fully assess the potential safety-related issues posed by these two types of incidents. ODI's assessment will include the commonality and safety logic of the hard braking incidents. ODI's assessment will also include the frequency, duration and safety consequences associated with the vehicle immobilization incidents.

Reports compiled by SFMTA and SFCTA involving vehicle immobilizations can be found at <https://www.regulations.gov/comment/NHTSA-2022-0067-0070>. The SGO reports cited above are available for download at <https://nhtsa.gov/SGOcrashReporting>. The related SGO report IDs are listed below.

30412-2588, 30412-3748, 30412-3801