INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Waymo LLC
1600 Amphitheatre Pkwy
Mountain View, CA

July 9, 2024

Scott Simmons, Chief
Advanced and Emerging Technology Division
Office of Defects Investigation
1200 New Jersey Avenue SE.
Washington, DC 20590

Re: Waymo LLC – Second response to May 23, 2024 Office of Defects Investigation's Preliminary Evaluation Information Request ID PE24016-1

Dear Mr. Simmons,

This letter serves as Waymo's second response to the Office of Defects Investigation's Preliminary Evaluation Information Request PE24016-1 dated May 23, 2024. Waymo's previous response was titled "Initial response to May 23, 2024 Office of Defects Investigation's Preliminary Evaluation Information Request ID PE24016-1" and was dated June 11, 2024 ("Initial Response to PE24016-1"). Waymo was granted a partial extension to Information Request PE24016-1 on June 6, 2024 in "Memo Granting IR Response Extension Request for PE24016-01" and on July 8, 2024 in "Memo Granting IR Response Extension Request for PE24016-01."

Responses

Request 1

1. For each subject incident provide the following information:
   a. State the VIN of each Waymo vehicle involved.
   b. State the complete system configuration of each ADS, including hardware and software versions at the time of the incident.
   c. Furnish a brief explanation of each Waymo ADS's decision-making that led to a collision or a potential traffic safety law violation.

Response 1

Waymo's response to Request 1 is contained in Waymo's Initial Response to PE24016-1.

Request 2

2. For each subject incident and Waymo vehicle involved, provide the following video information:
   a. For subject incidents reported or reportable under the SGO, provide all video recorded by or of each Waymo vehicle involved in the incident of the 30 seconds leading up to contact with any crash partner and through the conclusion of the crash event. A crash event includes any safety-relevant activity that occurs after a collision, such as the vehicle achieving a stable

stopped condition or reaching a final point of rest. If the vehicle did not achieve a stable stopped condition, provide video ending no less than 30 seconds following the contact event.

b. For subject incidents that were not reportable under the SGO, provide all video recorded by or of each Waymo vehicle involved in the incident, including at least 30 seconds preceding the potential traffic safety law violation until at least 30 seconds after the potential violation ends.
c. If remote assistance was involved in any way in a subject incident (e.g., monitoring, assisting, etc.), provide all video of remote assistance involvement in the subject incident. At a minimum, this should include any remote assistance provided for the subject vehicle during the applicable timeframes in requests 2a or 2b of this request.
d. Provide a composite rendering for the same timeframe specified in requests 2a or 2b (as applicable) showing video of each crash partner and each involved traffic control device alongside synchronized renderings of the ADS planned paths, the predicted trajectories of relevant road users, the velocity of the Waymo vehicle and other relevant road users, and the acceleration of the Waymo vehicle.
e. To the extent that the driving behavior as explained in 1c is not fully interpretable by the video specified in 2a-d, supplement the video submission with additional composite views showing additional perception, planning, or other elements that influenced the ADS decision-making.

Response 2a & 2b

As noted in Waymo's Initial Response to PE24016-1, Waymo provided all videos recorded by Waymo's ADS for Event 1 (SGO report 30270-7729), and for the other events, [redacted]

Response 2c

Waymo will be providing video responsive to Request 2c by July 23, 2024. See July 8, 2024 "Memo Granting IR Response Extension Request for PE24016-01."

Response 2d

Waymo's Initial Response to PE24016-1 included video for events 1-20 and 32. Waymo is providing responses to 2d for the remaining events in the following files:

- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_21.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_22.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_23.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_24.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_25.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_26.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_27a.mp4

CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS

- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_27b.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_27c.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_27d.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_27e.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_27f.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_28.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_29.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_30.mp4
- CONFIDENTIAL BUS INFO_PE24016-1_R2_ADS_31.mp4

[redacted]

[redacted]

[redacted]

Response 2e

For events where the driving behavior is not fully interpretable by the videos provided responsive to 2a-d, Waymo has generated additional videos in the form of either additional camera views or a modified composite view that more clearly shows the factors significant to the ADS behavior.

The responses to 2e are contained in the following files:

- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_SVC_F_5.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_8.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_SVC_FR_10.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_13.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_21.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_22.mp4
- [redacted]

- CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_24.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_28.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_29.mp4
- [redacted]
  - CONFIDENTIAL BUS INFO_PE24016-1_R2_BP_30.mp4

[redacted]

Conclusion

Please call me if you have any questions about this topic and would like to discuss further.

Sincerely,

[redacted]

Matthew Schwall
Director, Safety & Incident Management