



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25E084

Manufacturer Name: Waymo LLC

Submission Date: Dec 10, 2025

NHTSA Recall No.: 25E084

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: Waymo LLC

Address: 1600 Amphitheatre Parkway
Mountain View CA, 94043

Total number of potentially involved: 3,067

Estimated percentage with defect: 100%

Equipment Information

Brand / Trade 1: WAYMO

Model: 5TH GENERATION ADS

Part Number: N/A

Type:

Function:

Size:

Production Dates: Aug 20, 2025 - Nov 05, 2025

Number of potentially involved: 3,067

Descriptive Information:

The equipment recalled is the 5th Generation Automated Driving System (ADS) software beginning with the 8/20/2025 driverless software release and prior to the 11/5/2025 driverless software release. The recalled products differ from products not included in the recall in that the recalled products are part of the ADS with which vehicles capable of driverless operation are equipped, while the products not recalled are not used in vehicles capable of driverless operation. Waymo determined the scope of the affected population using information about the driverless capabilities of each vehicle and information about the software on each vehicle. This information is available to Waymo, as Waymo owns all potentially affected vehicles. The affected population all have received the updated software.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Prior to the affected Waymo ADS receiving the remedy described in this report, in certain circumstances, Waymo vehicles that were stopped or stopping for a school bus with its red lights flashing and/or the stop arm extended would proceed again before the school bus had deactivated its flashing lights and/or retracted its stop arm.

Waymo has designed the ADS to include features that avoid impeding progress of priority vehicles in

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the community, such as public buses and school buses. Instances of proceeding again before the school bus had deactivated flashing lights and/or retracted the stop arm could occur if, while yielding to the school bus, the ADS determined that it may be impeding the school bus or another priority vehicle, and then reasoned that it should proceed in order to cease impeding the other vehicle.

Although the features that avoid impeding priority vehicles had previously been present, this behavior only manifested with the 8/20/2025 driverless software release, which was broadly deployed in mid-September 2025, and which included changes to the method for predicting the intended behavior of other agents. These changes resulted in instances of the ADS determining that it was impeding a priority vehicle during these encounters with school buses, resulting in the Waymo AV proceeding when it was not appropriate to do so.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

Driving past a stopped school bus may result in an increased risk of collision relative to remaining stationary, though no such collisions occurred and the full sensor suite of the ADS designed to detect and avoid vulnerable road users and collisions remained fully functional while driving past a stopped school bus.

Description of the cause:

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1: 5th Generation ADS software

Component Description: ADS software beginning with the 8/20/2025 driverless software release and prior to the 11/5/2025 driverless software release.

Component Part Number: N/A

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Purchaser Information

The following manufacturers purchased this defective/noncompliant equipment for possible use or installation in new motor vehicles or new items of motor vehicle equipment:

Name:**Address:****Country:**

Chronology

- On 9/22/2025 a Waymo AV slowed to 5 mph for a school bus and then proceeded before the school bus had retracted its stop arm. This event, which was identified through field monitoring and did not result in a citation, would subsequently be determined to be the first known event resulting from the behavior described in this report.
- In October 2025, as part of an analysis of increased rates of events in which a Waymo AV passed a school bus with stop arm extended, Waymo engineers identified the behavior described in this report and developed software changes to address the behavior.
- On 10/30/2025 Waymo's Field Safety Committee made the decision to deploy the software change to address the behavior described in this report as a software hotfix outside of the normal software release cadence. The Field Safety Committee also commenced analysis to understand the comparative safety risk posed by this behavior.
- Following successful validation, the software hotfix was incrementally deployed to all affected vehicles between 11/5/2025, and 11/17/2025, as part of an incremental release transition process. This release also included other enhancements related to ADS behavior when encountering stopped school buses.
- On 12/2/2025 Waymo's Safety Board reviewed information about this issue, including information about rates of human drivers improperly passing school buses, and decided to conduct a recall.
- No collisions occurred related to this behavior.
- Waymo is aware of 12 citations that have been identified as related to this behavior, all of which occurred between 9/25/2025 and 11/14/2025.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software**Consumer Advisories:** ☐ Do Not Drive ☐ Park Outside

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Between 11/5/2025 and 11/17/2025, Waymo updated the ADS software in all affected vehicles.

How remedy component differs from recalled component:

The remedy includes a new software update that addresses this issue so that the ADS does not prioritize moving to avoid impeding vehicles over appropriately remaining stationary for a school bus with its red lights flashing and/or the stop arm extended. The software with the recall remedy also contains other enhancements to behavior around school buses.

Identify how/when recall condition was corrected in production:

Production ADS-equipped vehicles receive the latest software release.

Reimbursement Plan

Description of reimbursement program:

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Waymo has already applied the remedy to all affected vehicles (all of which Waymo owns), which occurred between 11/5/2025 and 11/17/2025. Accordingly, there is no need for notifications to owners, dealers or distributors under 49 CFR Part 577 or for a further recall schedule.

Planned Dealer Notification Date:

☒ No Dealers

Planned Interim Owner Notification Date:

☒ No Owners

Planned Remedy Owner Notification Date:

☐ Phased Recall