

Chronology:

On April 24, 2024 in Las Vegas, NV, a Zoox retrofitted test vehicle operating in autonomy with a safety driver was rear-ended by a motorcycle as they accelerated in an apparent attempt to overtake the Zoox vehicle, and the the Zoox ADS software braked unnecessarily hard for an adjacent bicyclist. On April 25, Zoox implemented an interim containment action to mitigate the cause and evaluate any associated risk and reported the incident to NHTSA as part of the Standing General Order (SGO Report #30610-7578-1). Zoox proactively offered to discuss the incident with NHTSA, resulting in a discussion on April 26, 2024.

On April 28, 2024 in San Francisco, a Zoox retrofitted test vehicle operating in autonomy with a safety driver was rear-ended by a lane-splitting motorcycle which maneuvered around other traffic and quickly came up on the rear of the Zoox vehicle, traversing laterally in lane from the left to the right side of the Zoox vehicle, and the Zoox ADS software incorrectly anticipated a collision and braked unnecessarily hard. On April 29, Zoox implemented an interim containment action to mitigate the cause and evaluate any associated risk and reported the incident to NHTSA as part of the Standing General Order (SGO Report #30610-7589-1). Zoox proactively offered to discuss the incident with NHTSA, resulting in a discussion on May 1, 2024.

On May 10, 2024, NHTSA opened PE24-015 to investigate the Zoox ADS performance in the two incidents.

On July 12, 2024, Zoox fully responded to NHTSA's May 30, 2024, Information Request letter (the "IR Response").

On July 15, 2024, Zoox met with NHTSA and advised of a pending software update for the retrofitted test fleet and both agreed to continue to review and assess the data.

On July 30, 2024, updated software was released to the retrofitted test vehicles, leading to the closure of the interim containment actions for the retrofitted test fleet.

On November 7, 2024, updated software was released to the fleet of driverless test robotaxis, leading to the closure of the remaining interim containment actions for the driverless fleet.

During this time and after, Zoox met with NHTSA to discuss the IR Response and to provide additional information, including on August 29, December 19, December 30, January 9, and February 12. In these meetings Zoox confirmed that after April 28, 2024 there have been no additional occurrences of the identified two issues, and confirmed that there have been no occurrences on the driverless test robotaxis. Throughout, Zoox continued to analyze the risk and explain to NHTSA its preliminary view that neither issue constitutes a defect or presents an unreasonable risk to safety given the low severity and the low likelihood of encountering the situations giving rise to the issues.

On March 4, 2025, Zoox met with NHTSA regarding software updates that Zoox had already implemented.

In light of NHTSA's position and in the interest of promoting transparency the Zoox Safety Committee met on March 6, 2025 and decided to voluntarily submit this Part 573 notification for the previously remedied software.