



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26E059

Manufacturer Name: Avride Inc.

Submission Date: Aug 19, 2026

NHTSA Recall No.: 26E059

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: Avride Inc.

Address: 10 State Street
Newburyport MA, 01950

Total number of potentially involved: 223

Estimated percentage with defect: 100%

Equipment Information

Brand / Trade 1: Avride

Model: Avride Automated Driving

Part Number:

Type:

Function:

Size:

Production Dates: Oct 01, 2024 - Jul 14, 2026

Number of potentially involved: 223

Descriptive Information:

The equipment recalled is automated driving system (ADS) software released and installed on retrofitted test vehicles using software prior to the July 14, 2026 software release.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Prior to receiving the recall remedy, under specific operating conditions while under the supervision of an onboard Vehicle Operator, the ADS could direct the vehicle to veer, initiate or execute a merge or perform another lateral maneuver into an adjacent lane—including abrupt steering adjustments in response to a developing traffic conflict—without appropriately yielding to, or maintaining an adequate safety margin from, a vehicle in the adjacent lane. During all operations on public roads, the Avride ADS operates under the supervision of an on-board Vehicle Operator, who can assume the driving task if necessary. For vehicles using prior versions of the ADS software, the lateral-maneuver condition could occur with limited warning, significantly reducing the time the onboard Vehicle Operator had to take control of the vehicle to correct the ADS's actions prior to a collision.

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FMVSS1:

FMVSS2:

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

The lateral-maneuver condition increases the risk of a collision or other safety incident occurring due to contact or near-contact with an adjacent-lane road user. These lateral maneuvers can occur without sufficient advance notification, regardless of the activation of the indicator signal, leaving the onboard Vehicle Operator with inadequate time to intervene effectively and prevent a collision or incident.

Description of the cause:

The condition stems from scenario-dependent constraints in which the ADS may execute inaccurate lateral maneuvers with high confidence, potentially failing to prevent a collision.

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1:

Component Description:

Component Part Number:

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:

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Name:

Address:

Country:

Chronology

- On May 6, 2026, NHTSA opened a Preliminary Evaluation (PE26003) into Avride's automated driving system (ADS), citing 21 incidents reported between December 2025 and April 2026 by Avride under Standing General Order 2021-01.
- On June 26, 2026, NHTSA issued Information Request (IR) PE26003-01, seeking further information on the 21 incidents and any others related to a set of "subject behaviors," which included "changing lanes and failing to yield to the right-of-way of other road users traveling in close proximity in an adjacent lane to a subject vehicle[.]"
- From June 26 through early August 2026, Avride conducted a thorough review of the incidents and behaviors detailed in NHTSA's June 26 IR, and submitted a response and supporting information to NHTSA on August 7, 2026. Avride's review included an aggregate reassessment of these incidents in conjunction with relevant disengagement data and near-miss records to evaluate potential safety risks along with a review to determine if subsequent software updates to the ADS may have addressed those risks.
- On August 13, 2026, upon completion of their review, the Avride Safety Team identified the lateral-maneuver condition, along with a set of previously-completed software updates that it was determined addressed the condition. The Avride Safety Team then formally escalated the matter to Avride's Safety Board for their consideration.
- On August 13, 2026, Avride's Safety Board determined that, based on the Avride Safety Team's review of the lateral-maneuver condition and the risks posed by the condition prior to its mitigation, that the circumstances that existed prior to the software updates warranted submitting this report to NHTSA to fulfill relevant notification obligations.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Between January 5, 2026 and March 26, 2026, Avride released a series of software updates (RC-01-05, RC-01-23, and RC-03-26) that resolved the lateral-maneuver condition on all of the affected vehicles. These updates remediated the lateral-maneuver condition by imposing constraints on the ADS's lateral maneuvers, enforcing target-lane restrictions, and preventing lane-change executions when potential traffic conflicts are identified.

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An additional update (Release RC-07-14), which incorporates collision-warning functionality to further notify a Vehicle Operator of a potential collision due to a lateral-maneuver, is currently being deployed to all of Avride's vehicles. As of August 8, 2026 this update was deployed to 60% of Avride's fleet, with the goal of updating all of Avride's vehicles by August 31.

Avride will finalize deployment of this additional update and, in accordance with 49 C.F.R. § 573.6(b), will submit an amended report specifying the timing of that final deployment.

How remedy component differs from recalled component:

The remedy software imposed additional constraints on the ADS's lateral maneuvers, enforcing target-lane restrictions, and prevented lane-change executions when potential traffic conflicts are identified.

Identify how/when recall condition was corrected in production:

As of April 27, 2026 (completed deployment of RC-03-26), the updated software was released to all impacted Avride ADS.

Reimbursement Plan

Recall Schedule

Description of recall schedule:

The final remedy to address the lateral-maneuver condition was implemented on April 27, 2026 (Release RC-03-26). An additional remedy to provide added warning to Vehicle Operators should the lateral-maneuver behavior ever reoccur is in progress, as detailed above. Avride solely owns, operates, and directly controls the affected ADS and the vehicles it is integrated into, and the affected ADS has never been offered for sale. Given this, there are no owners or dealers to notify under 49 C.F.R. Parts 573 or 577.

Planned Dealer Notification Date:

☒ No Dealers

Planned Interim Owner Notification Date:

☒ No Owners

Planned Remedy Owner Notification Date:

☐ Phased Recall