

drive.ai

27 December 2018

DMV – Occupational Licensing
8243 Demetre Ave., MS L224
Sacramento, CA 95828

Dear Sir or Madam,

Pursuant to California Code of Regulations Title 13, Article 3.7, Section 227.50, we hereby submit our Summary Report of Disengagements of Autonomous Mode. This report covers all autonomous operation from 01 December 2017 until the closing date of the reporting period, 30 November 2018.

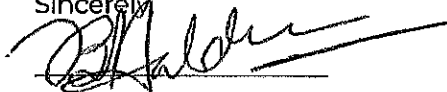
Specifically, this report covers 1) the total number of miles each autonomous vehicle tested in autonomous mode on public roads each month and 2) all disengagements that occurred when a failure of the autonomous technology was detected or when the safe operation of the vehicle required that the autonomous vehicle test driver disengage the vehicle from autonomous mode and take manual control of the vehicle.

As of 30 November 2018, we had thirteen vehicles licensed for autonomous operation in California. A few points of summary:

- a. Total autonomous miles driven: 4,616.69 miles
- b. Total disengagements in 2018: We had 55 disengagements where either a failure of the autonomous technology was detected or safe operation of the vehicle required that the test driver take manual control.
- c. Miles driven per disengagement (MPD): We have improved from an annual MPD of 65.38 in reportable year 2016-2017 to an annual MPD of 83.94 in reportable year 2018.
- d. Most importantly, we are pleased to report that we completed this reporting period without any collisions or safety incidents in autonomous mode.

Full details of our autonomous vehicle operation follow in the enclosed report. Please feel free to reach out if there are any questions or if additional information is needed.

Sincerely,



Bijit Halder, CEO

Summary Report of Disengagements of Autonomous Mode

Introduction

This report contains a summary of autonomous vehicle operations conducted by Drive.ai, Inc. on public roads in the State of California for the period beginning 01 December 2017 and ending 30 November 2018.

The total number of miles that each autonomous vehicle was tested on public roads, as well as the locations of this testing, are provided.

All disengagements that occurred either (i) when a failure of the autonomous technology was detected or (ii) when the safe operation of the vehicle required that the autonomous vehicle test driver disengage the vehicle from autonomous mode and take manual control of the vehicle, are summarized herein.

In 2018, Drive.ai also launched its initial public services in Frisco and Arlington, Texas, allowing users to download an app to hail a ride with its autonomous vehicles. The Frisco deployment serves an office park while the Arlington deployment serves multiple routes including professional sports stadiums for the Dallas Cowboys (NFL) and Texas Rangers (MLB) as well as a large entertainment center and downtown area. The approximate 8,000 additional autonomous miles driven in Texas are not included as part of this report.

Supplement to the annual report of AV Disengagements

Definition and description of the facts causing disengagements

Motion Planning Discrepancy

Deviation from the expected motion planning behavior of the vehicle is caused by an error in the path planning system that decides the steering, braking or acceleration of the vehicle. Examples of disengagements caused by this are insufficient clearance when passing other vehicles and late braking for pedestrians and cyclists.

Perception Discrepancy

Our perception system processes the vehicle's surrounding environment and provides this information to our motion planning system. Information collected by the perception system includes but is not limited to: attributes of other agents, static obstacles, and traffic signals. Examples of disengagements caused by this are discrepancy in the perception of either traffic lights or of pedestrians.

Localization Divergence

Our localization system pinpoints the vehicle's location on a map. An error in this process may cause the vehicle to become uncertain of its location. Examples of disengagements caused by this may include poor lane placement and uncomfortable proximity to static objects.



ANNUAL REPORT OF AUTONOMOUS VEHICLE DISENGAGEMENT

Instructions: Print as many pages as needed. Submit completed report to: Department of Motor Vehicles, Autonomous Vehicle Program, P.O. BOX 932342, MS L224, Sacramento, CA 94232-3420

SECTION 1 — MANUFACTURER INFORMATION

NAME OF MANUFACTURER Drive.ai Inc		AVT NUMBER AVT013	
BUSINESS MAILING ADDRESS 365 Ravendale Drive	CITY Mountain View	STATE CA	ZIP CODE 94043
		TELEPHONE NUMBER ()	

SECTION 2 — DISENGAGEMENT EVENT DETAIL Use one row for each disengagement event.

DATE	VIN NUMBER	DISENGAGEMENT INITIATED BY (AV System, Test Driver, Remote Operator, or Passenger)	DISENGAGEMENT LOCATION (Interstate, Freeway, Highway, Rural Road, Street, or Parking Facility)	DESCRIPTION OF FACTS CAUSING DISENGAGEMENT *
12/05/2017	3LN6L2LU6GR629781 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	False perception of traffic light caused AV to proceed at red light
12/05/2017	3LN6L2LU6GR629781 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	False perception of traffic light caused AV to proceed at red light
12/07/2017	3LN6L2LU6GR629781 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	AV did not slow for pedestrian with intent to cross protected crosswalk
12/11/2017	3LN6L2LU6GR629781 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	False perception of traffic light caused AV to proceed at red light
01/31/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Poor perception of traffic light caused AV not to stop for red traffic light
01/31/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Did not stop appropriately (outside of crosswalk) for pedestrian while making a right turn
02/05/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Poor braking behavior for nearby pedestrian
02/05/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Poor braking behavior for pedestrian in crosswalk

* Additional information regarding the causes of the disengagement may be submitted as an attachment. If an attachment is provided, indicate the specific attachment number for the disengagement event.

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DATE	VIN NUMBER	DISENGAGEMENT INITIATED BY (AV System, Test Driver, Remote Operator, or Passenger)	DISENGAGEMENT LOCATION (Interstate, Freeway, Highway, Rural Road, Street, or Parking Facility)	DESCRIPTION OF FACTS CAUSING DISENGAGEMENT *
02/07/2018	3N8CM0JT3GK699089 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Motion planning discrepancy
02/09/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Localization divergence
02/14/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Localization divergence
02/21/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Motion planning discrepancy
02/23/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Motion planning discrepancy
02/26/2018	3N8CM0JT2GK696989 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Perception discrepancy
02/26/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Perception discrepancy
03/06/2018	3N8CM0JT2GK696989 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Perception discrepancy

SECTION 2 — DISENGAGEMENT EVENT DETAIL Use one row for each disengagement event.

DATE	VIN NUMBER	DISENGAGEMENT INITIATED BY (AV System, Test Driver, Remote Operator, or Passenger)	DISENGAGEMENT LOCATION (Interstate, Freeway, Highway, Rural Road, Street, or Parking Facility)	DESCRIPTION OF FACTS CAUSING DISENGAGEMENT *
03/06/2018	3N8CM0JT2GK696989 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Localization divergence
03/07/2018	3N8CM0JT2GK696989 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Motion planning discrepancy
03/08/2018	3N8CM0JT2GK696989 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Motion planning discrepancy
03/08/2018	3N8CM0JT2GK696989 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Motion planning discrepancy
03/13/2018	3N8CM0JT3GK699089 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Perception discrepancy
03/14/2018	3N8CM0JT3GK699089 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Drive DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Perception discrepancy
03/19/2018	3N8CM0JT3GK699089 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Localization divergence
03/19/2018	3N8CM0JT3GK695673 VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Test Driver DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Street	Motion planning discrepancy

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2 — DISENGAGEMENT EVENT DETAIL Use one row for each disengagement event.

DATE	VIN NUMBER	DISENGAGEMENT INITIATED BY (AV System, Test Driver, Remote Operator, or Passenger)	DISENGAGEMENT LOCATION (Interstate, Freeway, Highway, Rural Road, Street, or Parking Facility)	DESCRIPTION OF FACTS CAUSING DISENGAGEMENT *
03/21/2018	3N8CM0JT3GK699089	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
03/21/2018	3N8CM0JT3GK695673	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
03/29/2018	3N8CM0JT3GK695673	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
04/10/2018	3N8CM0JT3GK695673	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
04/19/2018	3N8CM0JT0GK698790	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
04/20/2018	3N8CM0JT3GK695673	Test driver	Street	Localization divergence
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
04/27/2018	3N8CM0JT6GK695828	Test Driver	Street	Localization divergence
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
05/23/2018	3N8CM0JT4GK696122	Test Driver	Parking Lot	Localization divergence
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

2 — DISENGAGEMENT EVENT DETAIL Use one row for each disengagement event.

DATE	VIN NUMBER	DISENGAGEMENT INITIATED BY (AV System, Test Driver, Remote Operator, or Passenger)	DISENGAGEMENT LOCATION (Interstate, Freeway, Highway, Rural Road, Street, or Parking Facility)	DESCRIPTION OF FACTS CAUSING DISENGAGEMENT *
05/24/2018	3N8CM0JT3GK695673	Test Driver	Parking Lot	Localization divergence
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
05/31/2018	3N8CM0JT4GK696122	Test Driver	Parking Lot	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
06/21/2018	3N8CM0JT4GK696122	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
06/21/2018	3N8CM0JT4GK696122	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
07/10/2018	3N8CM0JT3GK699089	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
07/13/2018	3N8CM0JT8GK699119	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
07/23/2018	3N8CM0JT3GK699089	Test Driver	Street	Other driver in our lane
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
08/21/2018	3N8CM0JT4GK696122	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

SECTION 2 — DISENGAGEMENT EVENT DETAIL Use one row for each disengagement event.

DATE	VIN NUMBER	DISENGAGEMENT INITIATED BY (AV System, Test Driver, Remote Operator, or Passenger)	DISENGAGEMENT LOCATION (Interstate, Freeway, Highway, Rural Road, Street, or Parking Facility)	DESCRIPTION OF FACTS CAUSING DISENGAGEMENT *
08/24/2018	3N8CM0JT3GK699089	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
08/31/2018	3N8CM0JT4GK696122	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
08/31/2018	3N8CM0JT4GK696122	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
09/06/2018	3N8CM0JT3GK699089	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
09/10/2018	3N8CM0JT3GK699089	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/01/2018	3N8CM0JT8GK699119	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/10/2018	3N8CM0JT8GK699119	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/10/2018	3N8CM0JT3GK699089	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

SECTION 2 — DISENGAGEMENT EVENT DETAIL Use one row for each disengagement event.

DATE	VIN NUMBER	DISENGAGEMENT INITIATED BY (AV System, Test Driver, Remote Operator, or Passenger)	DISENGAGEMENT LOCATION (Interstate, Freeway, Highway, Rural Road, Street, or Parking Facility)	DESCRIPTION OF FACTS CAUSING DISENGAGEMENT *
10/11/2018	3N8CM0JT3GK699089	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/15/2018	3N8CM0JT8GK699119	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/19/2018	3N8CM0JT8GK699119	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/23/2018	3N8CM0JT3GK698735	Test Driver	Street	Localization divergence
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/24/2018	3N8CM0JT3GK698735	Test Driver	Street	Perception discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
10/24/2018	3N8CM0JT3GK698735	Test Driver	Street	Motion planning discrepancy
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
11/09/2018	3N8CM0JT3GK698735	Test Driver	Street	Localization divergence
	VEHICLE IS CAPABLE OF OPERATING WITHOUT A DRIVER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DRIVER PRESENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

SECTION 3 - DISENGAGEMENT AND AV MILES SUMMARY PER VEHICLE

VIN Number	Annual Total of Disengagements	Total Number of Miles Tested in Autonomous Mode (December 2017 to November 2018)												ANNUAL TOTAL
		December	January	February	March	April	May	June	July	August	September	October	November	
3LN6L2LU6GR629781	1	113	22	0	0	0	0	0	0	0	0	0	0	0
3LN6L2LU0GR600602	3	2	0	0	0	0	0	0	0	0	0	0	0	0
3N8CM0JT3GK695673	8	0	32	143	52	26								0
3N8CM0JT3GK699089	9	0	0	83	107			93						0
3N8CM0JT2GK696989	10	0	0	0	20			34.39						0
3N8CM0JT6GK695828	12					4	74.8	49.87						0
3N8CM0JT1GK698734	13													0
3N8CM0JT1GK698734	14					10		44.41						0
3N8CM0JT4GK696122	15						65.9	277.70						0
3N8CM0JT2GK698760	16							26.95						0
3N8CM0JT0GK698787	17													0
3N8CM0JT3GK698735	18													0
3N8CM0JT8GK699119	19													0
3N8CM0JTGK699034	20													0
3N8CM0JT6GK699040	21													0
														0

SECTION 4 - ACKNOWLEDGMENT

PRINTED NAME OF AUTHORIZED REPRESENTATIVE		TITLE	
SIGNATURE X		DATE SIGNED	
STREET ADDRESS		CITY	STATE ZIP CODE
EMAIL ADDRESS		FAX NUMBER ()	TELEPHONE NUMBER ()

SECTION 3 — DISENGAGEMENT AND AV MILES SUMMARY PER VEHICLE

VIN Number	Annual Total of Disengagements	Total Number of Miles Tested in Autonomous Mode (December 2017 to November 2018)												ANNUAL TOTAL
		December	January	February	March	April	May	June	July	August	September	October	November	
3LN6L2LU6GR629781	4	113	22	0	0	0	0	0	0	0	0	0	0	135
3LN6L2LU0GR600602	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3N8CM0JT3GK695673	15	0	32	143	52	26	0	0	0	0	0	0	0	253
3N8CM0JT3GK699089	13	0	0	83	107	0	0	.93	142.26	477.83	388.78	406.67	475.37	2081.84
3N8CM0JT2GK696989	6	0	0	0	20	0	0	34.39	0	0	0	0	0	54.39
3N8CM0JT6GK695828	1	0	0	0	0	4	74.8	49.87	0	0	0	0	0	128.67
3N8CM0JT1GK698734	0	0	0	0	0	10	0	44.41	0	0	0	0	0	54.41
3N8CM0JT4GK696122	7	0	0	0	0	0	65.9	277.70	26.95	269.16	105.36	0	0	745.07
3N8CM0JT2GK698760	0	0	0	0	0	0	0	26.95	0	0	0	0	0	26.95
3N8CM0JT3GK698735	4	0	0	0	0	0	0	0	0	0	0	107.57	159.32	266.89
3N8CM0JT8GK699119	4	0	0	0	0	0	0	0	21.48	105.72	114.01	385.52	0	626.73
3N8CM0JTGK699034	0	0	0	0	0	0	0	0	0	0	0	7	152.88	159.88
3N8CM0JT6GK699040	0	0	0	0	0	0	0	0	0	0	0	2.04	79.82	81.86
													Total	4616.69

SECTION 4 — ACKNOWLEDGMENT

PRINTED NAME OF AUTHORIZED REPRESENTATIVE Leilani Abenajar		TITLE Driver Manager	
SIGNATURE X <i>Leilani Abenajar</i>		DATE SIGNED 12/27/18	
STREET ADDRESS 365 Ravendale Dr.		CITY Mountain View	STATE CA
EMAIL ADDRESS leilani@drive.ai		FAX NUMBER ()	ZIP CODE 94043
		TELEPHONE NUMBER (408) 655-4628	