



Ford Research & Innovation Center
3200 Hillview Ave, #200
Palo Alto, CA 94304

December 14th, 2016

DMV – Occupational Licensing
2415 1st Avenue Mail Station S441
Sacramento, CA 95818-2606

Attn: Rodney Aoki

Re: Autonomous Vehicle Disengagement Report

Pursuant to California Code of Regulations Title 13, Article 3.7, Section 227.46, enclosed is Ford Motor Company's Autonomous Vehicle Disengagement Report for the period 12/02/2015 to 11/30/2016.

Sincerely,

A handwritten signature in black ink that reads "Dave Kaminski".

Dave Kaminski

Lab Director

Ford Research & Innovation Center - Palo Alto

Summary of Autonomous Vehicle Disengagements

Introduction

This document contains a summary of all events in which the autonomous system was disengaged during testing on public roads in the state of California either due to a failure of the autonomous technology or because the safety driver of a Ford Autonomous Vehicle took manual control in order to ensure safe operation of the vehicle. In this period, there were no failures of the autonomous technology. This report covers all such instances that took place between the December 2nd, 2015 and November 30th, 2016.

Vehicles

As of November 30th, 2016, Ford Motor Company has two autonomous vehicles, identically equipped Ford Fusion Hybrid sedans, licensed for testing in California. These vehicles are denoted and marked as "P-2" and "P-10."

Vehicle	License Plate (State)	VIN
P-2	027M902 (Michigan)	3FA6P0RUXER116234
P-10	016M822 (Michigan)	3FA6P0RU6FR284017

Locations of Autonomous Operation

All autonomous testing for this reporting period occurred on California highways: Interstate 10 between Los Angeles and the Arizona border.

Total Miles Tested

All autonomous testing for this reporting period occurred in March 2016.

Month/Year	Vehicle	Miles Traveled
March 2016	P-2	590

2016 Total Autonomous Distance: 590 Miles

Disengagements

There were a total of three autonomous mode disengagements for this reporting period. All disengagements for this reporting period occurred in March 2016. All testing occurred during daylight hours with nominal weather and road surface conditions. All disengagements occurred during planned testing of the autonomous vehicle technology.

ID	Month/Year	Vehicle	Reason for Disengagement	Time to retake control
1	March 2016	P-2	Lane change maneuver aborted due to vehicle overtaking at high speed.	n/a
2	March 2016	P-2	Lane change maneuver aborted due to vehicle overtaking at high speed.	n/a
3	March 2016	P-2	Loss of communication between autonomous vehicle control software and test engineer GUI. Driver took over to stop and reestablish connection.	<3 seconds