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2701 Navistar Drive
Lisle, IL, 60532, USA

First Responder Interaction Plan (FRIP)

International Transport Engineering, LLC Level 4 Automated Commercial Truck
Operator of Record: International Transport Engineering, LLC

First Responder Quick Actions

Emergency Contact

First Responder Hotline: (726)-895-3017

Ensure a Safe Approach

- Confirm the vehicle is stopped and hazard or brake lights are activated.
- Approach the vehicle from the passenger side whenever practicable.
- The onboard CDL-qualified safety driver should be treated as the primary point of contact during normal operations.

Access Information

- Speak with the onboard safety driver representative of International Transport Engineering, LLC.
- Contact the International Transport Engineering, LLC Control Center for assistance with vehicle access, operational status, or documentation.

Identifying When ADS Is Engaged

- A flashing amber light located on the side sensor pod indicates that the ADS is engaged.

Release the Vehicle

- Confirm with the International Transport Engineering, LLC Control Center that the interaction is complete before departing the scene.

Remove Disabled Vehicle

- Preferred towing methods are wheel-lift/under-lift towing or transport via lowboy trailer or flatbed.
- Refer to the Removal of Vehicle from Roadway section for additional guidance.

Operational Overview

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International Transport Engineering, LLC vehicles currently operate with a trained in-cab vehicle operator who holds a valid Commercial Driver's License (CDL).

During ADS operation, the automated driving system performs the dynamic driving task within its Operational Design Domain (ODD), while the in-cab operator continuously monitors system performance and may assume manual control whenever necessary.

During all operations, the onboard CDL-qualified safety driver serves as the primary point of contact for first responders whenever practicable.

There may be multiple iterations of International Transport Engineering, LLC technology operating on public roads. Vehicle appearance and sensor configuration may vary slightly depending on vehicle configuration.

Summary

This First Responder Interaction Plan (FRIP) provides information necessary for law enforcement, fire, emergency medical services, towing personnel, and other public safety personnel to safely engage with International Transport Engineering, LLC automated driving system (ADS)-equipped commercial motor vehicles.

This document includes:

- Emergency contact information
- Procedures to identify, disable, and secure the vehicle
- Instructions for vehicle removal from the roadway
- Emergency response considerations
- ADS disengagement procedures
- Operational domain and system capabilities
- Emergency access considerations

This FRIP is developed consistent with recognized industry frameworks and applicable state requirements.

Contact Information

24/7 Emergency Contact

First Responder Hotline: (726)-895-3017

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Non-Emergency Contact

Email: ITE@international.com

Communication Capabilities

Two-way communication is available between first responders and the International Transport Engineering, LLC Control Center during all operational periods.

Fleet support personnel are capable of:

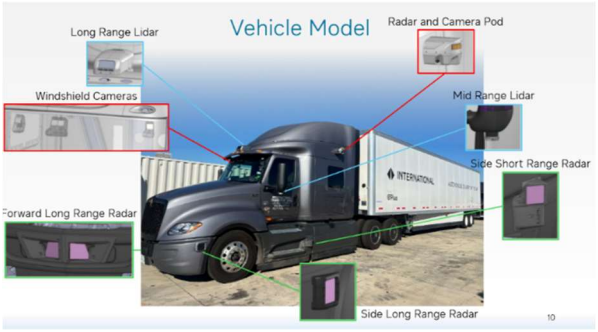
- Verifying vehicle status
- Providing hazard or cargo information
- Providing cab access instructions when necessary
- Providing guidance regarding ADS disengagement and vehicle shutdown

Emergency responders should identify:

- Agency name
- Unit identifier
- Vehicle license plate or unit number
- Current location

Identifying an International Transport Engineering, LLC Vehicle

Vehicles operated by International Transport Engineering, LLC will display the company's legal business name and USDOT number. International Transport Engineering, LLC operates International® LT® vehicles equipped and integrated with partnered supplier autonomous driving systems.



These Class 8 commercial tractors may be identified by sensor assemblies mounted on:

- The roof
- The right and left sides of the cab

- The front bumper area on certain vehicle configurations

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Approaching an International Transport Engineering, LLC Vehicle

First responders should approach the vehicle using standard Class 8 commercial vehicle safety practices while accounting for the presence of ADS hardware and automated vehicle operational states described in this document.

Interaction with Emergency Vehicles

Roadside Emergency Vehicles

If an emergency vehicle is stationary on the roadside while the ADS is engaged, the vehicle may reduce speed, adjust lane position, or change lanes when appropriate and safe to do so.

Active Emergency Vehicles

If an emergency vehicle approaches with active visual and audible signals, the vehicle is designed to yield and pull to the side of the roadway when conditions allow.

Traffic Stops, Roadside Inspections, and Pull Overs

If law enforcement requests the vehicle to stop or pull over, the vehicle operator will bring the truck to a controlled stop.

A flashing amber light located on the side sensor pod indicates that the ADS is engaged.

Whenever possible, the vehicle should remain powered on until operational status has been verified.

Location of Vehicle Documents

Vehicle registration, proof of insurance, permits, and related operational documents are stored in a binder located in the passenger-side door pocket.

Determining Vehicle System State

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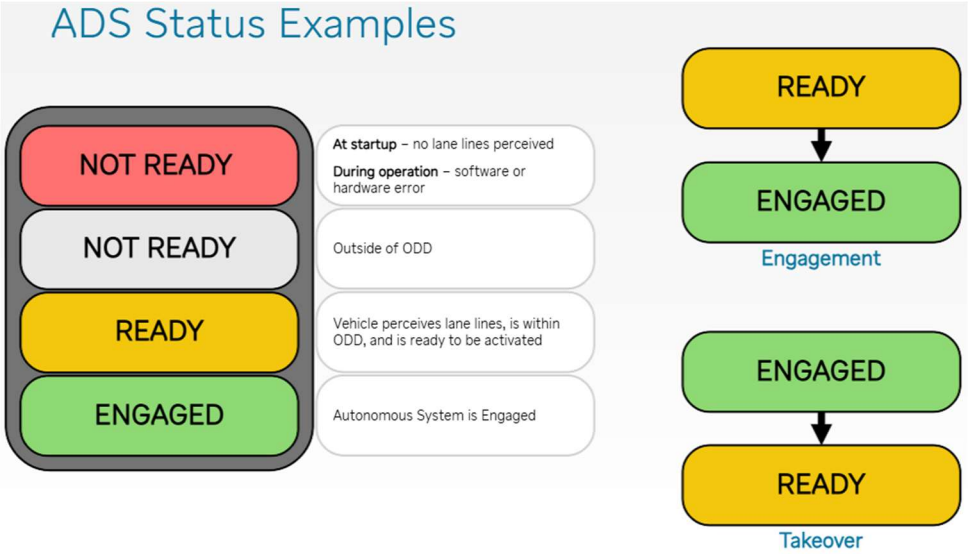
Vehicle system status is displayed on the Human-Machine Interface (HMI) located in the center portion of the dashboard.

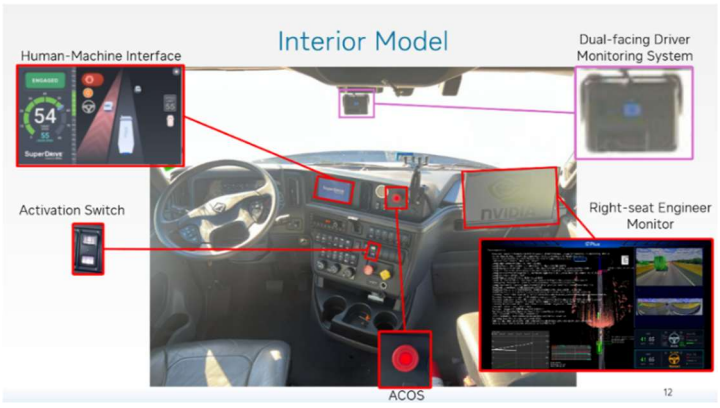


The HMI provides visual indicators showing whether the system is:

- ADS actively engaged
- Manual driving / ADS ready to engage
- Manual driving
- Manual driving while stationary

If the vehicle exits its Operational Design Domain or experiences an ADS fault condition, the system is designed to perform a minimal risk maneuver by bringing the vehicle to a controlled stop and maintaining brake hold. Hazard lights may activate automatically.

Even if stationary, the vehicle should be treated as an active system until operational status has been confirmed.



Deactivating ADS

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Preferred Method

ADS disengagement may be achieved through standard driver inputs, including:

- Applying steering torque
- Depressing the brake pedal
- Applying throttle input
- These actions transfer control from the ADS to manual operation.

Emergency Method

Emergency responders may initiate emergency deactivation using the clearly marked Automatic Cutoff Switch (red button) located on the dashboard.

This action disables the ADS and returns the vehicle to a disengaged state.

Following disengagement:

- Place the vehicle in park
- Apply the parking brake
- Remove the ignition key when necessary to fully shut down the system

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Verification of Deactivation

Before continuing interaction with the vehicle, responders should verify that the vehicle is in a secure, non-operational condition.

Responders should:

- Confirm the HMI indicates a disengaged or manual state
- Verify the vehicle is stationary with no indication of imminent movement
- Contact International Transport Engineering, LLC fleet support for confirmation of system status

The vehicle should not be considered fully secured until both visual confirmation and fleet support confirmation have been obtained.

Removal of Vehicle from Roadway

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Following stabilization of the scene and confirmation that the vehicle is in a non-operational condition, the vehicle may be removed from the roadway if necessary.

If the vehicle remains operational and no damage or ADS fault condition prevents movement, the preferred removal method is operation by a qualified individual holding a valid Commercial Driver's License (CDL).

First responders should coordinate with International Transport Engineering, LLC, fleet support to determine the appropriate recovery method.

Prior to movement or towing, responders must confirm:

- ADS is fully disengaged
- Vehicle is in a stable condition
- There is no risk of unintended movement

If towing is required, preferred methods include:

- Wheel-lift / under-lift towing
- Lowboy trailer transport
- Flatbed transport

Tow operators should use designated tow points only and avoid attaching recovery equipment to sensor assemblies or non-structural components.

Responding to Emergencies

This section provides guidance for first responders interacting with an International Transport Engineering, LLC-equipped vehicle during emergency scenarios, including collisions and vehicle fires.

At all times, responders should prioritize:

- Scene control
- Vehicle stabilization
- Confirmation that the vehicle is immobilized prior to interaction

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Collision Response

In the event of a collision:

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- Secure the scene using standard incident management procedures
- Establish traffic control and hazard mitigation measures
- Treat the vehicle as a conventional Class 8 commercial motor vehicle equipped with additional ADS hardware

International Transport Engineering, LLC fleet support should be contacted to:

- Verify operational state
- Confirm ADS disengagement
- Provide vehicle or cargo information
- Coordinate recovery operations if necessary

Vehicle system data may be made available to law enforcement in accordance with applicable legal requirements.

Fire Considerations

In the event of a vehicle fire, responders should follow standard firefighting procedures applicable to diesel-powered commercial motor vehicles while accounting for the presence of onboard electronic systems.

The vehicle contains:

- Computing hardware
- Sensors
- Supporting electrical components

These systems may remain energized until the vehicle is fully powered down.

Responders should avoid unnecessary contact with:

- Sensor housings
- Electrical enclosures
- Damaged electronic components

Fleet support should be contacted when possible to assist with system shutdown guidance.

Each vehicle includes a Class ABC fire extinguisher located adjacent to the driver's seat.

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System-Initiated Stop (Minimal Risk Condition)

If the vehicle exits its Operational Design Domain or encounters a system condition requiring fallback behavior, the system is designed to perform a minimal risk maneuver by bringing the vehicle to a controlled stop.

When conditions allow, the vehicle may maneuver to the roadway shoulder before stopping. Hazard lights may activate automatically.

When encountering a stopped vehicle under these conditions, responders should:

- Establish a traffic control perimeter
- Approach cautiously
- Verify the vehicle is secure and incapable of movement
- Contact fleet support to confirm system status

A stopped vehicle should not be assumed to be fully powered down solely because it is stationary.

Where We Operate

The Operational Design Domain (ODD) currently includes public roads in Texas within legal posted speed limits up to 65 mph.

The system is designed to operate:

- Day or night
- In typical highway traffic conditions
- In light to moderate rain, mist, dust, or fog
- In sustained winds up to approximately 35 mph

The system is designed to detect and respond to surrounding motor vehicles and roadway hazards within its intended operating environment.

System Capabilities

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The International Transport Engineering, LLC automated driving system is designed to support vehicle operation on multi-lane highways and controlled-access roadways within a defined Operational Design Domain.

The system is capable of:

- Maintaining lane position
- Controlling vehicle speed
- Maintaining following distance
- Responding to traffic flow conditions
- Operating in stop-and-go traffic
- Performing lane changes when appropriate and safe
- Detecting and responding to merging or cut-in vehicles

The system continuously evaluates:

- Surrounding traffic conditions
- Roadway conditions
- Internal system health

If the system encounters conditions outside its operational capabilities or experiences a fault condition, it is designed to perform a minimal risk maneuver by bringing the vehicle to a controlled stop and maintaining a stationary condition.