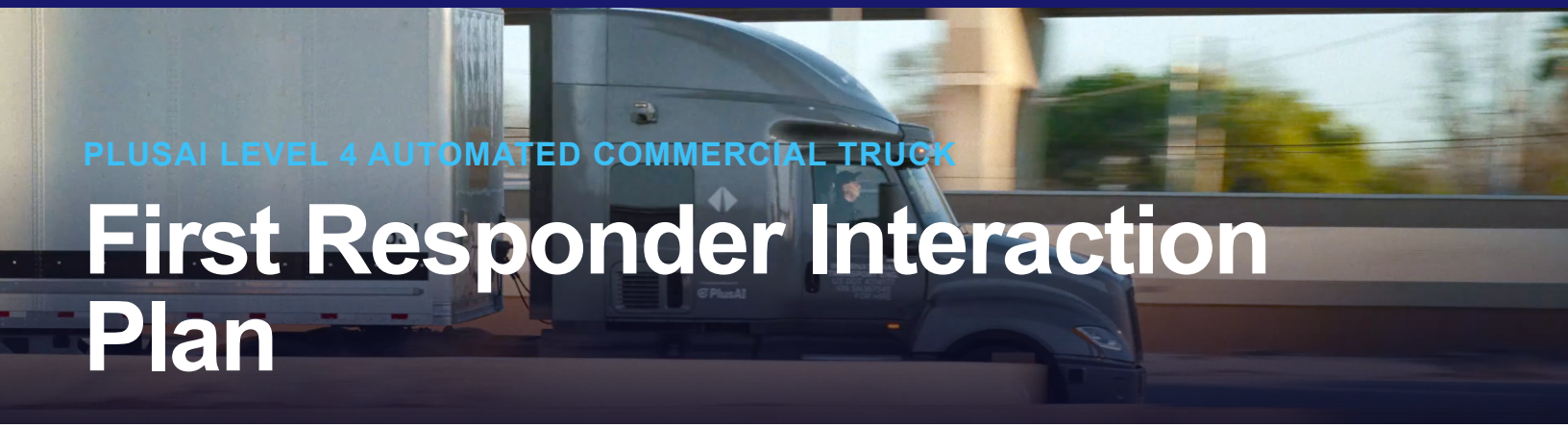
PlusAI



PLUSAI LEVEL 4 AUTOMATED COMMERCIAL TRUCK

First Responder Interaction Plan

SUMMARY

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

> At this time, all vehicles are staffed with licensed, trained human operators who will assume control of the truck during any interactions with emergency responders.

This document includes:

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

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

CONTACT INFORMATION

24/7 EMERGENCY CONTACT

First Responder Hotline

(408) 359-7612

NON-EMERGENCY CONTACT

Email: compliance@plus.ai

Website: https://plus.ai/

COMMUNICATION CAPABILITIES

Two-way communication is available between first responders and trained fleet support personnel. Operations managers are available during all operational hours.

Fleet support consists of remote operational personnel capable of:

- Verifying vehicle status
- Providing hazard and cargo information
- Providing cab access instructions, if necessary
- Providing instructions on how to disengage and turn off the system

> Emergency responders should identify themselves and their agency, vehicle unit number or license plate, and current location.

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First Responder Quick Actions

24/7 EMERGENCY CONTACT
First Responder Hotline

(408) 359-7612

1

Ensure a safe approach

Confirm the vehicle is stopped and brake lights are activated.

Approach the vehicle on the passenger side for safety.

2

Access information

Scan the QR code for the Fleet Support First Responder Hotline and First Responder Interaction Plan.

Call PlusAI's Fleet Support First Responder Hotline for assistance with access to the vehicle or documentation.

3

Release the vehicle

Return to your vehicle, confirm with Fleet Support that the interaction is complete, and deactivate emergency lights.

4

Remove disabled vehicle

The preferred towing methods are wheel-lift/under-lift towing or transport via lowboy trailer or flatbed. See the full plan for more details.

Identifying a PlusAI Vehicle

All vehicles developed and operated by PlusAI have the PlusAI logo and commercial vehicles will be identified with our legal business name, PlusAI, Inc. and USDOT 3173394. These Class 8 commercial tractors can be identified by sensors mounted on the roof, and right and left sides of the cab. Certain trucks may have additional sensors on the front bumper.

Approaching a PlusAI Vehicle

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

Protocols for Interacting with Emergency Service Vehicles

Roadside Emergency Vehicles

If an emergency vehicle is stationary on the roadside and the PlusAI vehicle is engaged, the vehicle will nudge or change lanes away from the emergency vehicle. This maneuver may also include a reduction in speed.

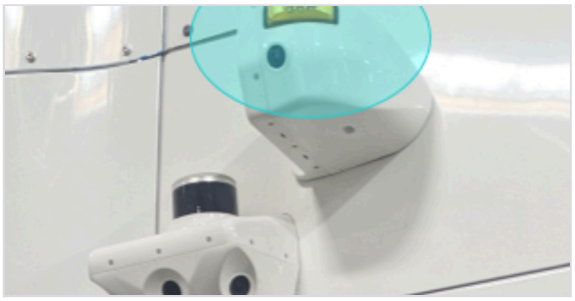
Active Emergency Vehicles

If an emergency vehicle approaches an engaged PlusAI vehicle with visual and audible signals active the PlusAI vehicle will automatically yield to the emergency vehicle and pull to the side of the road.

Protocols for Interacting with Emergency Service Personnel

Traffic Stops, Roadside Inspections, or Other Pull Overs

If law enforcement requests a PlusAI vehicle to stop or pull over, the truck will pull to the side of the road and come to a stop. A flashing amber light at the top of the side sensor pod notifies law enforcement or emergency personnel that the system is engaged. The vehicle should remain powered on whenever possible.



Location of Vehicle Documents

Vehicle documents, registration, proof of insurance, owner information, and additional permits can be found in a binder in the passenger's side door pocket. A key to the vehicle is available in a combination lock box behind the passenger side of the power unit. PlusAI fleet support can provide the combination.

Determining Vehicle System State

A flashing amber light on the top side sensor pod indicates the system is engaged. Additionally, the system state is displayed inside the cab on the Human-Machine Interface, located in the center portion of the dashboard.

The HMI provides clear visual indicators of system status, including whether the system is actively engaged, ready to engage, or in manual operation, as illustrated in the system state displays below:

ADS actively engaged

Manual driving / ADS ready to engage

Manual driving

Manual driving / Stationary

> **⚠ WARNING**
>
> In the event the vehicle exits the Operational Design Domain (ODD) or experiences an ADS system fault condition, the system is designed to perform a minimal risk maneuver by bringing the vehicle to a controlled stop in-lane and maintaining brake hold. In this condition, hazard lights will activate automatically. Although the vehicle is stationary, it should still be treated as an active system until its status has been confirmed.

Out of ODD

System Error

Deactivating ADS

PREFERRED

Preferred method

Disengagement can be achieved through standard driver inputs, including applying steering torque, depressing the brake pedal, or pressing the throttle pedal. These inputs initiate transfer of control from the ADS to manual operation.

EMERGENCY

Emergency Method

Emergency responders may initiate emergency deactivation by depressing the clearly marked Automatic Cutoff Switch (red button) located on the dashboard, as shown below. This action will disable the ADS and return the vehicle to a disengaged state.

Following disengagement, the vehicle should be placed in park, the parking brake applied, and the ignition key removed to fully shut down the system when necessary.

Verification of Deactivation

After the system has been disengaged, first responders must verify that the vehicle is in a secure, non-operational state prior to continuing interaction. Verification should be completed through both visual confirmation and communication with fleet support.

- ✓ Responders must confirm that the HMI indicates a disengaged or manual state and that the vehicle is stationary with no indication of imminent movement.
- ✓ Responders must contact PlusAI fleet support to obtain confirmation that the system is disengaged and that the vehicle is in a stable condition that will prevent further movement.
- ✓ The vehicle should not be considered secured for further interaction until both visual and fleet confirmation have been obtained.

Removal of Vehicle from Roadway

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

If the vehicle remains operational and no damage or ADS system fault condition prevents movement, the preferred method of removal is for a qualified individual holding a valid Commercial Driver's License (CDL) to relocate the vehicle to a secure location.

First responders should coordinate with PlusAI fleet support to determine the appropriate method of removal. Fleet support may provide guidance regarding vehicle condition, system limitations, or recovery procedures.

PRIOR TO ANY MOVEMENT OR TOWING, RESPONDERS MUST CONFIRM THAT:

1. **The ADS is fully disengaged**
2. **The vehicle is secured in a stable condition**
3. **There is no risk of unintended movement**

If the vehicle is not cleared for operation, towing may be required. The preferred towing methods for PlusAI-equipped vehicles are wheel-lift/under-lift towing or transport via lowboy trailer or flatbed, as these methods minimize the risk of damage to the vehicle and its systems.

METHOD 1	METHOD 2	METHOD 3
Wheel-lift / under-lift towing	**Lowboy trailer**	**Flatbed**

Tow operators should use only designated tow points and avoid attaching equipment to sensor assemblies or other non-structural components. If there is any uncertainty regarding proper towing procedures, fleet support should be contacted to provide guidance.

Throughout the removal process, the vehicle should be treated as a heavy-duty commercial motor vehicle with additional onboard systems. Care should be taken to ensure that all actions are consistent with standard commercial vehicle recovery practices while accounting for the presence of ADS hardware.

Responding to Emergencies

This section provides guidance for first responders interacting with a PlusAI-equipped vehicle during emergency scenarios, including collisions or fires. These procedures are intended to support effective scene stabilization, protection of responders and the public, and coordinated interaction with PlusAI fleet support.

At all times, first responders should prioritize scene control, vehicle stabilization, and confirmation that the vehicle is immobilized prior to engaging with the vehicle or its occupants.

⚠ Collision Response

In the event of a collision involving a PlusAI-equipped vehicle, first responders should secure the scene in accordance with standard incident management procedures, including traffic control, hazard assessment, and coordination of responding resources.

The vehicle should be treated as a conventional Class 8 commercial motor vehicle, with the additional consideration that it is equipped with an ADS. The presence of the system does not change the need to establish a secure perimeter, assess roadway hazards, and ensure that the vehicle is in a stable, non-moving condition.

PlusAI fleet support should be contacted to verify the operational state of the vehicle, confirm that the ADS is disengaged, and provide any relevant information regarding the vehicle configuration, system status, or cargo. Fleet support may also assist in coordinating recovery or removal of the vehicle from the scene.

Data from the PlusAI system may be made available to law enforcement in accordance with applicable legal processes.

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 additional electronic systems associated with the ADS.

The vehicle contains computing hardware, sensors, and supporting electrical components that may remain energized until the vehicle has been fully powered down. Responders should therefore exercise caution when interacting with these components and avoid unnecessary contact with sensor housings and electrical enclosures.

Fleet support should be contacted to confirm the vehicle's power configuration and to provide guidance on system shutdown or isolation, if needed. This may include identification of electrical system components or other vehicle-specific considerations that could impact firefighting operations.

Fire suppression activities should proceed in accordance with established fire service protocols for heavy-duty vehicles. Each PlusAI-equipped vehicle includes a Class ABC fire extinguisher located adjacent to the driver's seat for initial response if conditions permit.

Note: Fleet support does not have the capability to remotely unlock vehicle doors. Access to the cab must therefore be achieved using standard first responder entry procedures if the key lockbox is inaccessible.

System-Initiated Stop (Minimal Risk Condition)

As described in the system behavior outlined earlier in this document, if the vehicle exits its Operational Design Domain or encounters a system condition requiring a fallback maneuver, the system is designed to perform a minimal risk maneuver by bringing the vehicle to a controlled stop in-lane and maintaining brake hold. When possible, the vehicle will maneuver to the shoulder and stop. Hazard lights will activate automatically.

When encountering a vehicle stopped in-lane under these conditions, first responders should treat the vehicle as **active but immobilized**. The absence of movement does not guarantee that the system is fully shut down.

Responders should:

1. Establish a secure traffic control perimeter
2. Approach the vehicle cautiously
3. Verify that the vehicle is secure and will not move
4. Contact fleet support to confirm system status

> **NOTE**
> This scenario represents a controlled fallback condition rather than a collision, but it requires the same level of caution as any disabled commercial vehicle in an active travel lane.

Where We Operate

The system's Operational Design Domain (ODD) includes public roads in Texas and California within legal posted speed limits with a maximum speed of 65 mph, including rural, suburban, and urban areas with dense traffic.

The system operates day or night and can manage sustained winds up to 35 mph and function in light to moderate rain, mist, dust, or fog. Within its intended operating environment, the system is designed to detect and respond to both four-wheeled and two-wheeled motorized vehicles.

CURRENT OPERATIONAL DESIGN DOMAIN

GEOGRAPHY	**Public roads in Texas and California**
ROAD TYPES	**Rural, suburban, and urban — incl. dense traffic**
SPEED	**Up to 65 mph, within posted limits**
TIME OF DAY	**Day or night**
WEATHER	**Light to moderate rain, mist, dust, fog**
WIND	**Sustained winds up to 35 mph**

NOTE

The system continuously evaluates its operating environment. Outside the ODD or in a system fault, the vehicle performs a controlled stop in-lane with brake hold and hazard lights activated.

System Capabilities

The PlusAI current product, SuperDrive, is an automated driving system designed to support vehicle operation on multi-lane highways and controlled-access roadways within a defined Operational Design Domain. The system is capable of performing the dynamic driving task under appropriate conditions.

- SuperDrive continuously monitors surrounding traffic conditions and adjusts vehicle behavior to support efficient and controlled operation. The system is capable of controlling vehicle speed, maintaining appropriate following distance, and responding to changes in traffic flow, including stop-and-go conditions. In congested traffic, the system can bring the vehicle to a complete stop and resume movement as conditions allow.

- The system is designed to maintain lane position by keeping the vehicle centered within clearly marked lane boundaries. It can also perform lane changes when required for routing or traffic flow navigation purposes, such as providing space for vehicles on the shoulder. Lane changes are executed only when the system determines that sufficient space exists to complete the maneuver.

- SuperDrive is capable of detecting and responding to vehicles entering or exiting the lane, including merging traffic and cut-in events. In these situations, the system adjusts vehicle speed to maintain appropriate following distance and accommodate surrounding traffic behavior.

- The system incorporates features intended to support roadway operations in the presence of stopped vehicles on the shoulder. When appropriate and when system capabilities allow, the vehicle may adjust its position within the lane or change lanes to provide additional clearance from roadside hazards.

- SuperDrive also utilizes mapped roadway information and onboard perception systems to determine appropriate vehicle speed based on posted limits and prevailing traffic conditions. The system continuously evaluates its operating environment and internal system health. If the vehicle exits its defined Operational Design Domain, encounters conditions outside its capabilities, or detects an ADS system fault condition, the system is designed to meet a minimal risk condition by bringing the vehicle to a controlled stop and maintaining a stationary position.