Aurora

Public Safety Official and First Responder Interaction Plan

MAY 2026

Call 1-800-815-0780, Option 1, for immediate assistance with any truck equipped with the Aurora Driver

This plan includes specific guidance for driverless trucks, which refers to Class 8 tractor-trailers equipped with the Aurora Driver, a combination of software, hardware, maps and other data services.

If you encounter a truck with a vehicle operator inside, please interact with them the way you would any other driver. The vehicle may have been operating autonomously while under a vehicle operator's supervision.

Introduction

This section explains how this guide was developed, its intended use, and what will trigger updates in the future.

INTRODUCTION

Development process & intended use

This interaction plan was developed to assist public safety officials and first responders who may interact with trucks equipped with the Aurora Driver, our self-driving vehicle technology, with input from these stakeholders.

The contents of this guide are aligned with applicable guidance from the Automated Vehicle Safety Consortium's "Best Practice for First Responder Interactions with Fleet-Managed Automated Driving System-Dedicated Vehicles (ADS-DVs)."

In addition to providing this guide to public safety officials and first responders, we notify state and local governments prior to beginning operations and provide relevant updates as needed. Online training is also available at aurora.tech/first-responders.

INTRODUCTION

Plan updates and communications

This plan will be updated and supersede previous versions when material changes to our Operational Design Domain (ODD)–the conditions and area where the vehicle is designed to safely operate–vehicle platforms, and operations occur. Updates will be communicated to our stakeholders, and the most recent plan will be available at aurora.tech/first-responders. We distribute copies to regulatory agencies that require us to have an up-to-date plan on file.

The plan contents are reviewed internally on a quarterly basis or when the material changes discussed above occur outside of the quarterly review process. Feedback from external stakeholders is also considered during the update process. When an update is published, all relevant stakeholders are notified and may access the plan on our website.

Identifying an Aurora Driver-equipped truck

This section describes the truck types, automated driving system sensors, and exterior labels that may be used to identify a truck equipped with the Aurora Driver.

IDENTIFICATION

Identifying an Aurora Driver-equipped truck

- The Aurora Driver, comprised of Aurora's proprietary self-driving software, hardware, maps and other data services, is designed to power a variety of vehicle types.
- The Aurora Driver is currently installed on Peterbilt, Volvo, and International trucks.
- First Responder interactions with these trucks should be largely similar; the plan describes variations across these platforms that may affect your interaction.

Example image: Peterbilt

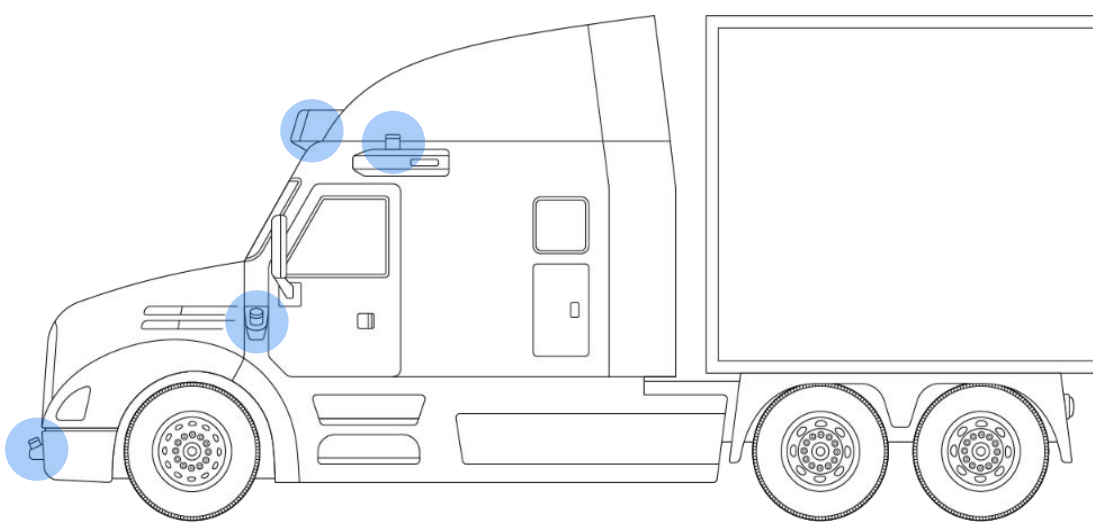
Example image: Volvo

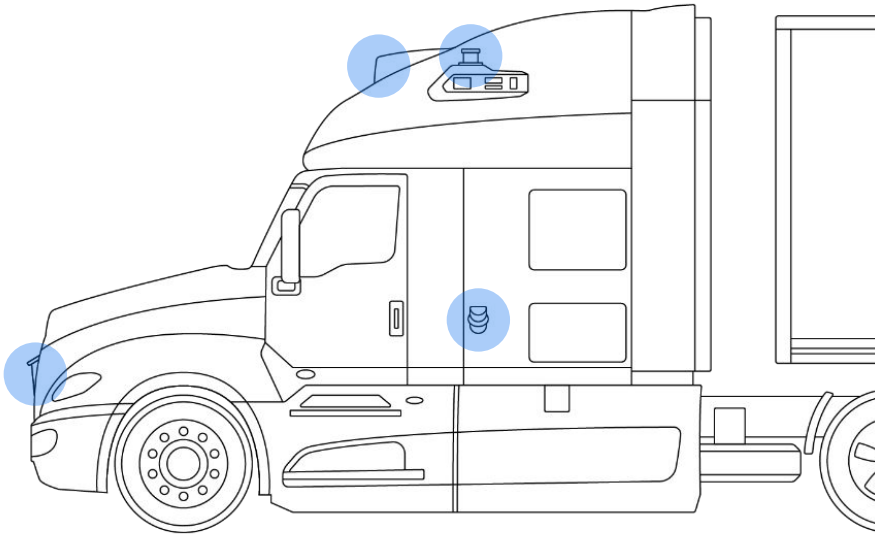
Example image: International

IDENTIFICATION

Identifying an Aurora Driver-equipped truck

Automated driving system sensors (see blue dots on the images for likely locations) are mounted on the roof, right and left sides of the cab, and on the front of the tractor. These specific locations may change as our technology evolves, but the sensors will be present in some form.





Sensor locations and identifying features may vary slightly across truck platforms.

IDENTIFICATION

Identifying an Aurora Driver-equipped truck

Trucks are labeled on the driver's and passenger's sides with information about the owner or operator, hotline, and USDOT number. This interaction plan is accessible using a QR code, which will be printed near the hotline or owner information. Labels may vary depending on the vehicle owner and state of domicile.

Current operations

This section describes our ODD, including where we operate, the conditions under which we operate, and the policies we follow to keep ourselves and other road users safe.

CURRENT OPERATIONS

Where we operate

The ODD describes the environment (including physical, policy, and situational characteristics) in which the Aurora Driver is designed to operate safely.

As we progress our technology, our vehicles will operate in autonomy, both supervised by licensed and trained vehicle operators, and with no vehicle operator, within the following ODD:

- On public roads in states across the Sun Belt (see next slide for illustrative map);
- Within the speed limits of the roadways where we operate;
- In suburban and urban areas, including in dense traffic;
- 24 hours a day, seven days a week;
- In highway construction and work zones with cones and barriers;
- In weather conditions including rain, fog, and heavy wind; and
- With a variety of trailer configurations and load profiles, including dry van, reefer, intermodal, dry bulk, and bobtail.

CURRENT OPERATIONS

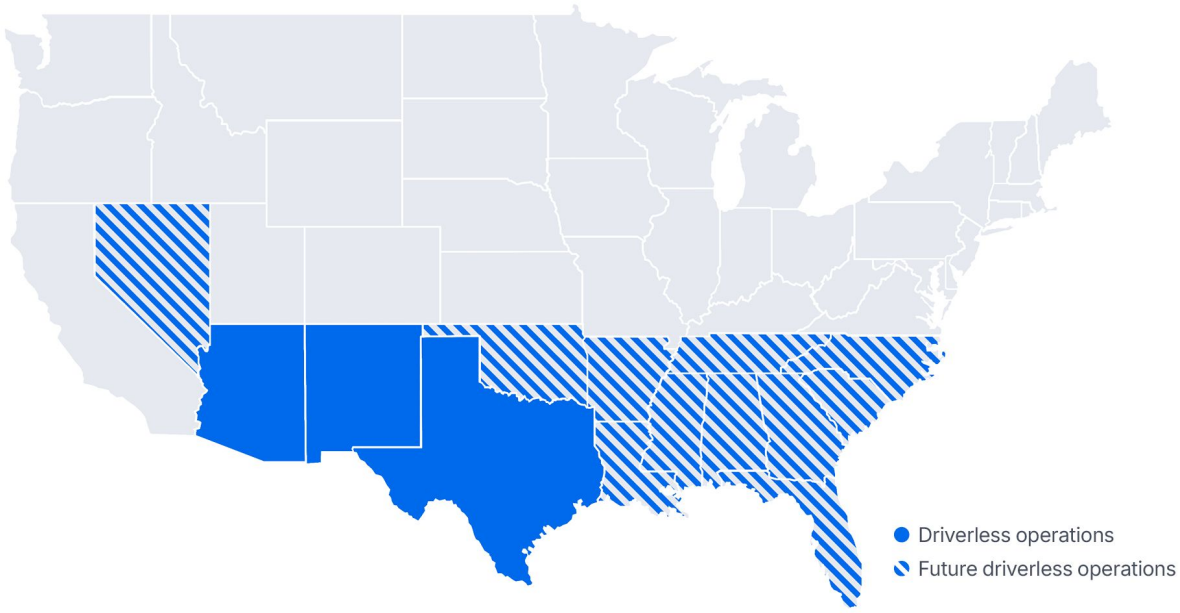
Where we operate

As of May 2026, the Aurora Driver is operating in Texas, New Mexico, Arizona, and Oklahoma.

For the remainder of the year, we will continue expanding operations into states across the Sun Belt.

We also test our vehicles on public roads or closed course test tracks in Pennsylvania, Ohio, and Florida.

Illustrative expansion through 2026



CURRENT OPERATIONS

Where we operate

Aurora vehicles operate across commercial freight corridors and infrastructure, including:

- A variety of roads, such as:
  - Interstate and limited-access freeways;
  - Arterial, collector and auxiliary highways; and
  - Frontage and local surface roadways.
- A variety of highway and freight-specific facilities, such as:
  - Logistics hubs, distribution centers and terminal facilities;
  - Highway rest areas;
  - Weigh stations and ports of entry; and
  - Truck stops and fueling plazas.

CURRENT OPERATIONS

How we operate

Our fleet operates with a mix of automated, supervised, and human-driven vehicles.

- Automated vehicles will typically have no one on board, but in some instances may have passengers on board (including in the driver's seat) who are observing the trip.
- When a vehicle operator is present in the driver's seat, they hold a valid CDL and are specially trained to supervise the Aurora Driver.

Our **Command Center** is staffed to remotely support all Aurora Driver-equipped trucks at all times when they are operating. Trained employees in our Command Center may do any of the following when a first responder calls 1-800-815-0780, Option 1:

- Answer questions;
- Identify if passengers are present in the vehicle;
- Provide instructions;
- Arrange a tow; and
- Help guide the vehicle to a safe location.

Interacting with an Aurora Driver-equipped truck

This section describes how to identify the system state; how to access documentation and the cab (if necessary); and how to release the vehicle.

Pulling Over the Vehicle

If law enforcement deems it is necessary to pull over the vehicle, they should approach the truck as they would any other vehicle (i.e., with lights and sirens). The truck will pull over.

A quick flashing amber light on the sensor pod, located above the side mirrors, will indicate from a distance that the vehicle is immobilized and is safe to approach.

Interaction Procedures for First Responders

Follow the recommended actions to interact with an Aurora Driver-equipped truck:

1. Determine whether the vehicle is immobilized by referring to the sensor pod lights (see the following page).
2. Call 1-800-815-0780 and select Option 1 to speak with the Aurora Command Center.
    a. State the purpose for your call.
    b. Identify yourself (provide your name, organization, and badge #).
    c. Ask for instructions to:
        i. Access documentation;
        ii. Access the cab;
        iii. Dispatch personnel to support a roadside inspection;
        iv. Call for a tow; or
        v. Move the vehicle.
    d. Communicate required actions for Aurora and / or release the vehicle.

Determining Vehicle System State

Refer to the illuminated, quick flashing amber light on the sensor pod above the side mirrors to determine the vehicle state. The quick flashing light indicates a “clear to approach” state, and no light indicates that the vehicle can be approached but could potentially move.

Follow industry first responder best practices for chocking the truck wheels if you are concerned about the vehicle moving.

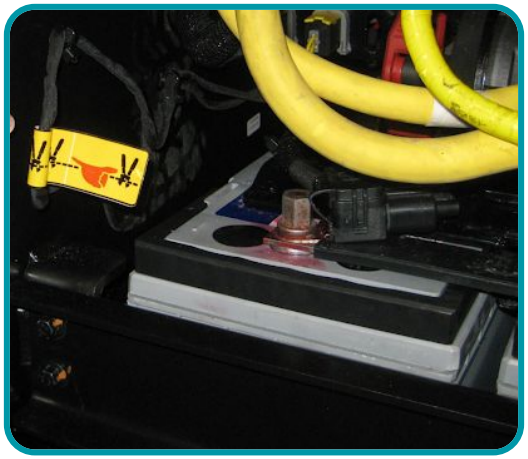
INTERACTING WITH THE TRUCK

Disengaging self-driving

- The vehicle will remain stationary until you release it (i.e., until you tell the Command Center the vehicle is free to go), so there is no need for you to “disable” the vehicle or “disengage” self-driving for a routine stop.
- If you are concerned about whether the system is disengaged and immobilized, please call 1-800-815-0780 and select Option 1 to communicate your concerns to the Command Center.
- If necessary, work with the Command Center and follow the instructions under “Towing” to work with a towing company to move the vehicle.

Depowering the truck

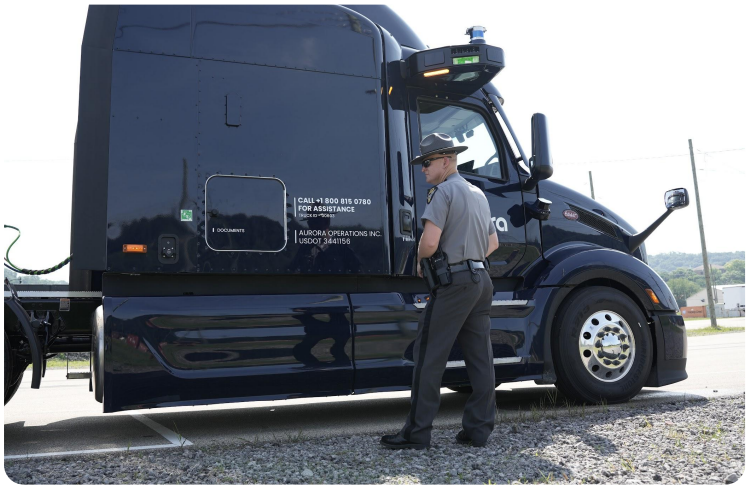
- If you cannot speak to someone in the Command Center and are concerned the vehicle will move, you can cut power to the Aurora Driver on some Volvo trucks. Other Aurora Driver-equipped trucks will have this feature in the future.
    - **Please note:** If you cut power, the truck will no longer be able to operate autonomously and must be driven manually or towed.
- To disable power to the automated driving system on a Volvo truck, locate the battery (behind the faring shown in the image below) and cut the low-voltage cable on both sides of the yellow “cut” label.



Example image: Volvo

INTERACTING WITH THE TRUCK

Accessing documentation



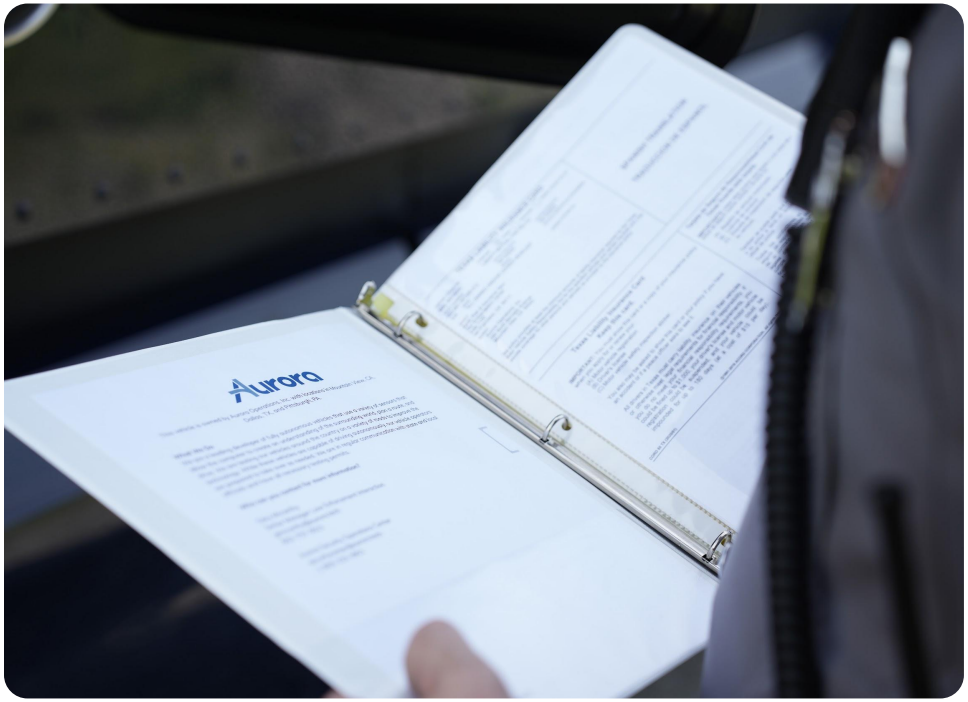
A documentation binder is located in a lockbox inside of the passenger's side luggage compartment.

The compartment is labeled "Documents" for easy identification.

Accessing documentation

The document lockbox contains a binder with the following paperwork:

- Vehicle owner information
- Insurance card
- Registration
- Preferred towing vendors
- Relevant permits



INTERACTING WITH THE TRUCK

Accessing documentation

When interacting with a **Peterbilt** truck, follow these instructions to access documentation in the lockbox:

01 Call or radio your dispatch to reach our Command Center at 1-800-815-0780 and select Option 1.

02 Remove the dust cap from the combination lock.

03 Enter the three-digit code you receive and turn the lock counter-clockwise to open.

INTERACTING WITH THE TRUCK

Accessing documentation

Documentation access instructions for a **Peterbilt** truck continued from the previous page:

04 Remove the binder from its holder to review paperwork.

05 Return the binder to its holder when finished with your review.

06 Secure the door, scramble the code, and release the vehicle (see page 35).

INTERACTING WITH THE TRUCK

Accessing documentation

When interacting with a **Volvo** or **International** truck, follow these instructions to access documentation in the lockbox:

01 Call or radio your dispatch to reach our Command Center at 1-800-815-0780 and select Option 1.

02 Enter the five-digit code you receive.

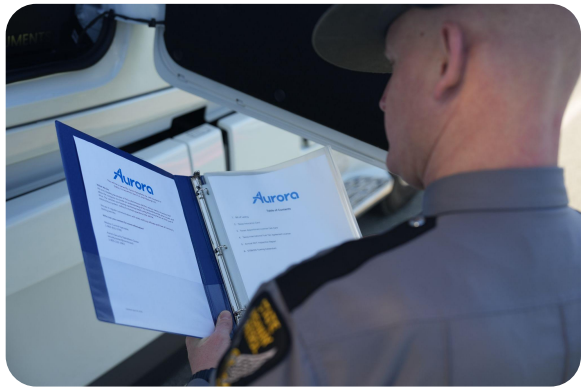
03 The document lockbox will automatically open.

Images above show an International truck configuration.

INTERACTING WITH THE TRUCK

Accessing documentation

Documentation access instructions for a **Volvo or International** truck continued from the previous page:



04 Remove the binder from its holder to review paperwork.

05 Return the binder to its holder when finished with your review.

06 Secure the door by pushing it closed, and release the vehicle (see page 35).

Images above show a Volvo truck configuration.

Accessing the cab

Depending on the truck platform, a key is located in a lockbox beside the passenger's side door or inside a key lockbox within the document lockbox:

For **Peterbilt** trucks, a key is located in a lockbox beside the passenger's side door.

For **Volvo** and **International** trucks, a key is located in a lockbox inside the document lockbox.

INTERACTING WITH THE TRUCK

Accessing the cab

If you have cause to enter, follow these instructions to access the cab of a **Peterbilt** truck:

01 Call or radio your dispatch to reach our Command Center at 1-800-815-0780 and select Option 1.

02 Enter the four-digit code you receive from Aurora or your dispatcher.

03 Open the key lockbox by pulling the handle towards you.

INTERACTING WITH THE TRUCK

Accessing the cab

Cab access instructions for a **Peterbilt** truck continued from the previous page:

04 Remove the key from the lockbox.

05 Unlock the cab by inserting the key into the door. Lock the door when finished.

06 Return the key, secure the lockbox, and scramble the code.

Accessing the cab

Volvo

International

If you have cause to enter, follow these instructions to access the cab of a **Volvo** or **International** truck:

01 Call or radio your dispatch to reach our Command Center at 1-800-815-0780 and select Option 1.

02 Follow instructions to open the document lockbox and locate the key lockbox.

03 Enter the four-digit code you receive from Aurora or your dispatcher and pull the handle towards you.

INTERACTING WITH THE TRUCK

Accessing the cab

Cab access instructions for a **Volvo** truck continued from the previous page:

04 Remove the key fob from the lockbox.

05 Unlock the cab using the key fob. Lock the door when finished.

06 Return the key, scramble the code, and close the document lockbox.

INTERACTING WITH THE TRUCK

Accessing the cab

Cab access instructions for an **International** truck continued from the previous page:

04 Remove the key from the lockbox.

05 Unlock the cab using the key. Lock the door when finished.

06 Return the key, scramble the code, and close the document lockbox.

INTERACTING WITH THE TRUCK

Accessing the trailer

All trailers pulled by the Aurora Driver will be sealed by the shipper.

First responders should follow standard procedures for accessing sealed loads.

Coordinate access to the trailer with the Command Center. If you need to break the trailer seal, you can leave the new seal number and related paperwork in the document lockbox.

INTERACTING WITH THE TRUCK

Releasing the vehicle

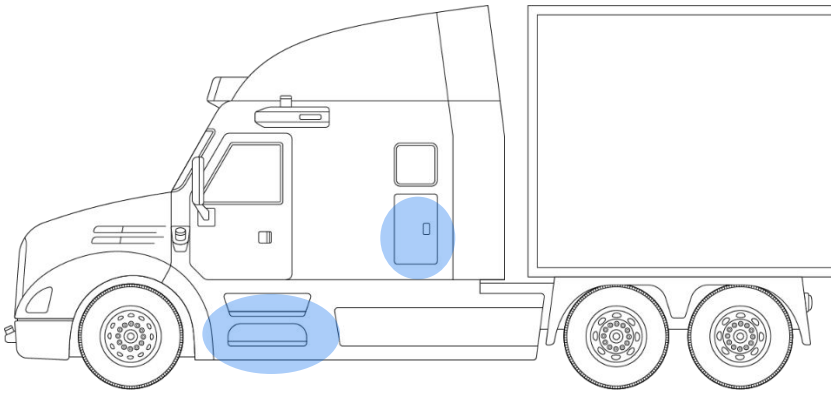
Release the vehicle by telling the Command Center employee or your dispatcher that the vehicle may return to the road.

Once released, the vehicle will wait while you return to your vehicle before preparing to re-enter the roadway.

Battery power and other hazards

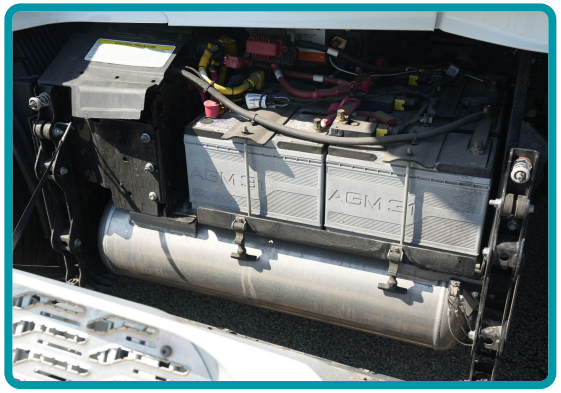
This section provides information on the truck's battery power supply and other potential hazards to assist first responders with firefighting and extrication considerations.

Standard Batteries



- Current tractors equipped with the Aurora Driver use internal combustion engines, powered by diesel fuel. They are not electric vehicles.
- De-powering is NOT a prerequisite for safe exterior interaction or firefighting.
- Standard diesel firefighting and stabilization protocols apply.
- There is no main shut off for power supply; battery locations and access vary by truck platform.
- There are no high voltage hazards because there are no high voltage components on the trucks.

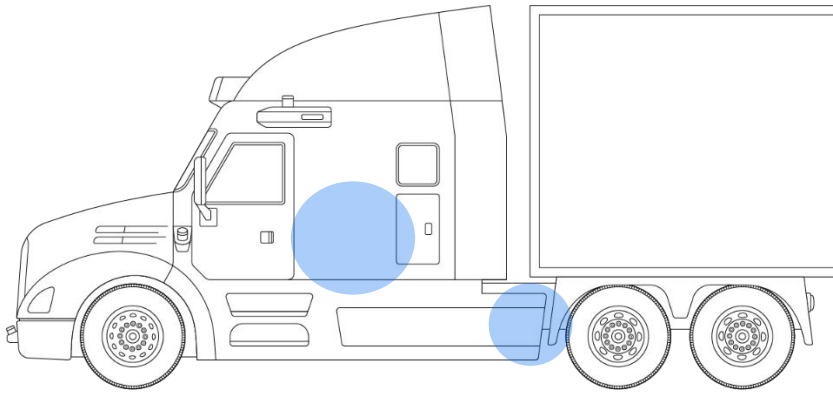
Example image: Peterbilt



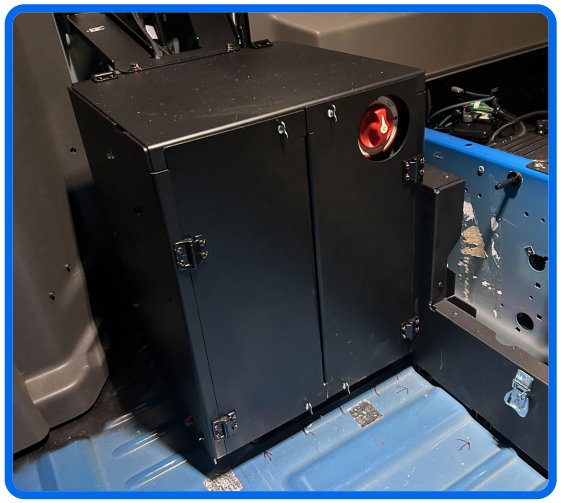
Example image: Volvo

Example image: International

Additional Batteries

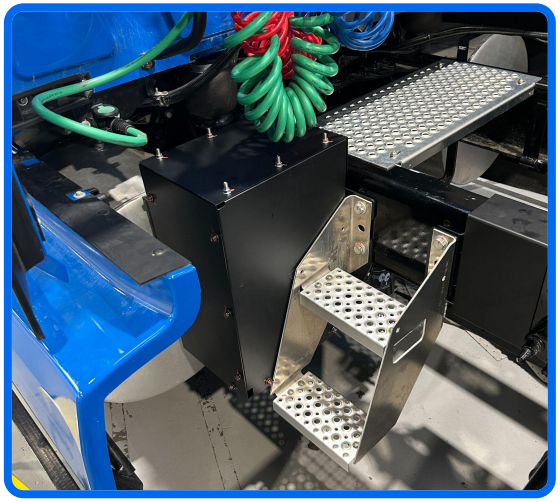


- Added battery locations and access vary by truck platform.
- Examples of added battery locations are shown below.
- No batteries contain high voltage components.



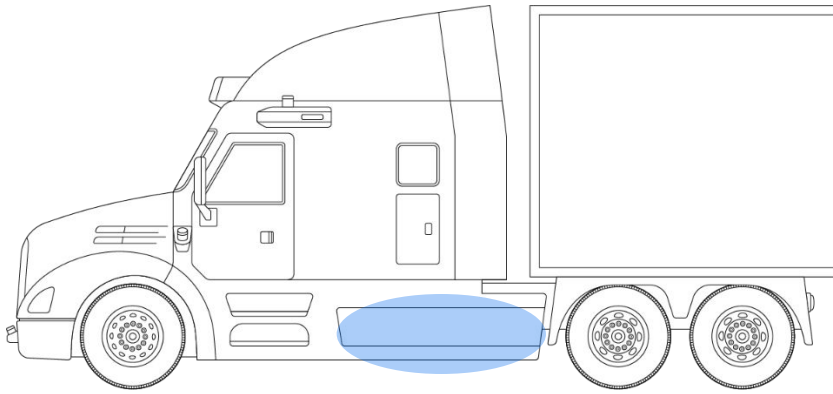
Example image: Additional batteries behind passenger's and driver's seats; International

Example image: Additional batteries behind driver's side fuel tank (uncovered); International



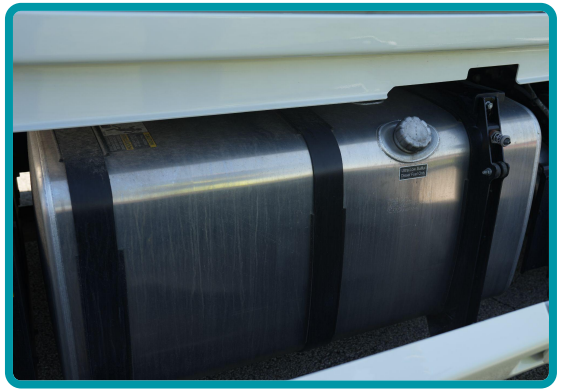
Example image: Additional batteries behind driver's side fuel tank (covered); International

Other Potential Hazards



- Fuel tanks are typically located in the area shown in blue on the above graphic on both sides of the truck, but locations and access may vary by truck platform.
- There may be latches present that can be used to gain greater visualization of the fuel tanks.
- Aurora equipment does not introduce any hazards beyond those associated with typical first responder interactions.

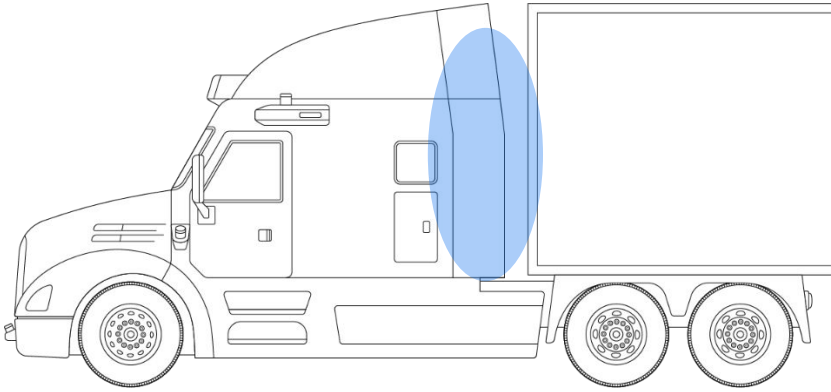
Example image: Peterbilt



Example image: Volvo

Example image: International

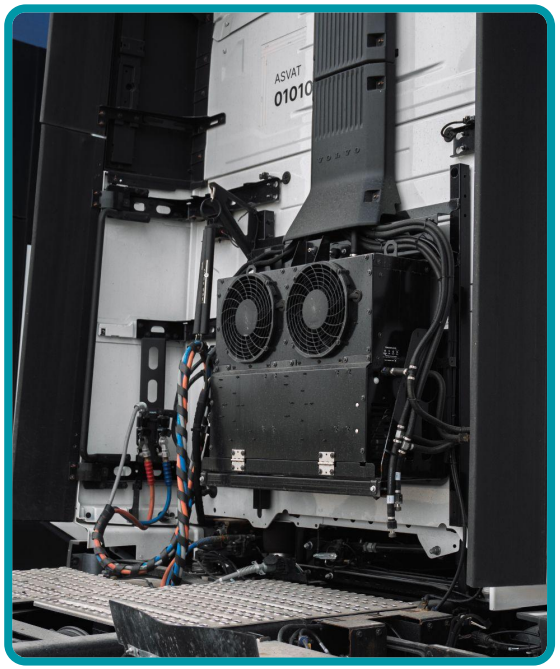
Other Potential Hazards



Standard pneumatic and electrical lines, along with Aurora-added computer cooling boxes, are visible and accessible at the rear of the cab.

Aurora components installed on the trucks are not high voltage.

Example image: Peterbilt



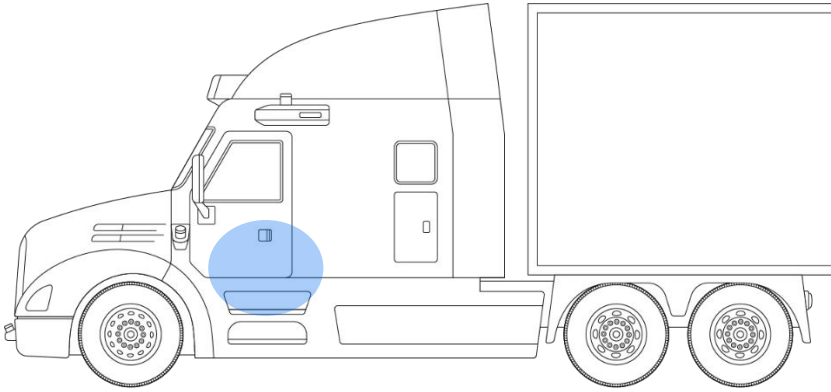
Example image: Volvo

Example image: International

Firefighting and extrication

This section includes recommended guidance for how to fight a fire in the truck and safety considerations if it is necessary to extricate passengers.

Firefighting



Each truck is outfitted with a fire extinguisher under the driver's seat.

Firefighters and first responders should follow current best practices for fighting fires in commercial motor vehicles. There are no unique considerations for fighting a fire in an Aurora Driver-equipped truck.

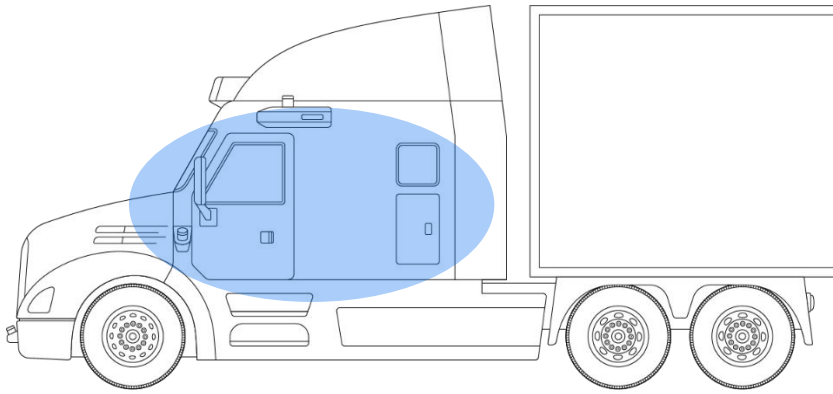
See Additional resources (page 46) for more information.

Example image: Peterbilt

Example image: Volvo

Example image: International

Extrication



Passengers

- There may be passengers present in the truck.
- Some trucks are equipped with a rear seat where a passenger could be present.
- If you call our Command Center for assistance during an emergency, they can tell you whether passengers are present.

Extrication Considerations

First responders should follow current best practices for extricating passengers from commercial motor vehicles. This could include:

- Disconnecting air lines or using manual adjustment to move pneumatic seats for occupant clearance.
- Manually releasing the steering wheel column to create additional space.

Towing information

This section provides towing information.

TOWING INFORMATION

Towing

- Please call 1-800-815-0780 and select Option 1 for assistance with arranging a tow.
    - Depending on the situation, Aurora personnel may be en route to repair and / or move the vehicle.
- If the Command Center is unavailable, follow standard towing practices. A heavy duty wrecker is needed; flatbed towing is not possible.
    - **There are no hazards unique to Aurora Driver-equipped trucks that would impact towing.**
- Towing personnel should refer to page 9 of this guide to review the sensor locations to avoid damage if possible.
- Law enforcement should refer to page 28 of this guide to access the cab to complete the tow inventory sheet.

Additional resources

This section includes links to additional commercial vehicle firefighting best practice guidance and Aurora company resources.

ADDITIONAL RESOURCES

CMV Interaction Best Practices

Fire Engineering

Heavy Truck Extrication: Truck Types and Hazard Identification

Firefighter Hub

Ultimate Guide to Vehicle Fires

Driving Academy

How to Chock the Wheels on a Tractor-Trailer (CDL Truck)

ADDITIONAL RESOURCES

Company resources

Safety at Aurora

aurora.tech/safety

Aurora's Voluntary Safety Self-Assessment (VSSA)

View Our VSSA

Law Enforcement Requests

See Aurora's Law Enforcement Guidelines for how to request non-public information


Aurora