

**UNITED STATES DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**
1200 New Jersey Avenue SE
Washington, DC 20590

In re:)
)
Third Amended)
Standing General Order 2021-01)
)
Incident Reporting for)
Automated Driving Systems (ADS) and)
Level 2 Advanced Driver)
Assistance Systems (ADAS))
_____)

TO: Each Manufacturer and Operator on the Attached Service List

This Third Amended Standing General Order 2021-01 (General Order) is issued by the National Highway Traffic Safety Administration (NHTSA or the agency), an Operating Administration of the United States Department of Transportation, pursuant to 49 U.S.C. § 30166(g)(l)(A) and 49 CFR § 510.7.¹ This General Order takes effect on June 16, 2025, and, as of that date, supersedes NHTSA’s April 5, 2023 Second Amended Standing General Order 2021-01.²

Under the National Traffic and Motor Vehicle Safety Act, as amended (the Safety Act), 49 U.S.C. Chapter 301, NHTSA is charged with authority “to reduce traffic accidents and deaths and injuries resulting from traffic accidents.” 49 U.S.C. § 30101. To carry out this statutory mandate, NHTSA has broad information gathering authority, including authority to obtain information on vehicle crashes, potential defects related to motor vehicle safety, and compliance

¹ See 49 CFR §§ 1.95, 501.8(d)(3) (delegations of authority).

² This action does not affect the enforceability of NHTSA’s June 29, 2021 Standing General Order 2021-01, August 12, 2021 First Amended Standing General Order 2021-01, or April 5, 2023 Second Amended Standing General Order 2021-01. NHTSA will continue to evaluate crashes reported pursuant to prior versions of this General Order and may take enforcement actions as appropriate, including to address failures to report timely, fully, or truthfully under prior versions of the General Order.

with legal requirements to timely identify and conduct recalls for safety defects. *See* 49 U.S.C. § 30166(e), (g); 49 CFR Part 510; *see also* 49 U.S.C. §§ 30118-30120.

Both Automated Driving Systems (ADS) and Advanced Driver Assistance Systems (ADAS) are “motor vehicle equipment” subject to the requirements of the Safety Act. *See id.* § 30102(8). Given the rapid evolution of these technologies and testing of new technologies and features on publicly accessible roads, it is critical for NHTSA to exercise its robust oversight over potential safety defects in vehicles operating with ADS and Level 2 ADAS.³

Through this action, NHTSA will evaluate whether specific manufacturers (including manufacturers of prototype vehicles and equipment) are meeting their statutory obligations to ensure that their vehicles and equipment are free of defects that pose an unreasonable risk to motor vehicle safety or are recalled if such a safety defect is identified. *See* 49 U.S.C. §§ 30112, 30118-30120.

NHTSA’s oversight of potential safety defects in vehicles operating on publicly accessible roads using ADS or Level 2 ADAS requires that NHTSA have timely information on incidents involving those vehicle systems. In carrying out the Safety Act, NHTSA may “require, by general or special order, any person to file reports or answers to specific questions.” *Id.* § 30166(g)(1)(A). As set forth below, NHTSA is requiring manufacturers of ADS and Level 2 ADAS-equipped vehicles, ADS and Level 2 ADAS equipment manufacturers, and operators of ADS-equipped vehicles to report specified information about certain safety-related incidents involving vehicles (including prototype vehicles) operating on publicly accessible roads using

³ For a description of the Society of Automotive Engineers (SAE) levels of driving automation, see SAE J3016 Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles (April 2021); <https://www.nhtsa.gov/technology-innovation/automated-vehicles-safety#topic-road-self-driving>. In this General Order, the term “Level 2 ADAS” is used to refer to partial driving automation systems.

ADS or Level 2 ADAS and to provide sufficient information for NHTSA to identify crashes warranting further follow-up. The requirements of this General Order are informed by NHTSA’s implementation of prior versions of the General Order. This General Order revises certain requirements from prior versions that maintain the safety benefits of reporting while reducing unnecessary burdens.

Individual manufacturers and operators will be served with this General Order, which triggers the entity’s legal obligations to report crashes as required by the General Order. NHTSA’s oversight is not limited to the information collected through this General Order, and NHTSA will consider all information relevant to potential safety defects, including information regarding non-crash incidents, and may open defect investigations as warranted.

DEFINITIONS

For purposes of this General Order, the following terms, whether used in the singular, plural, possessive, or non-possessive forms, capitalized or uncapitalized, have the following definitions.

1. **“ADAS”** means an Advanced Driver Assistance System.
2. **“ADS”** means an Automated Driving System.
3. **“Advanced Driver Assistance System”** means a Level 1 or Level 2 system.
4. **“Automated Driving System”** means a Level 3, Level 4, or a Level 5 system and includes hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether it is limited to a specific operational design domain and regardless of the presence of a safety operator. For purposes of this General Order, a prototype of a system that is intended to function as an Automated Driving System in its mature form is an Automated Driving System.

5. **“Crash”** means any physical impact between a vehicle and another road user (vehicle, pedestrian, cyclist, etc.) or property that results or allegedly results in any property damage, injury, or fatality. A subject vehicle is involved in a crash if it physically impacts another road user or if it contributes or is alleged to contribute (by steering, braking, acceleration, or other operational performance) to another vehicle’s physical impact with another road user or property involved in that crash.

6. **“Engaged,”** for the purpose of determining whether the ADS or Level 2 ADAS on the subject vehicle was “engaged,” includes crashes in which an attempt was made to engage an ADAS or ADS to transfer partial or full control to an ADAS or ADS system, even if the attempt is rejected, aborted, or underway during the 30 seconds immediately prior to the commencement of the crash through the conclusion of the crash.

7. **“Level 1”** means the same as and is coterminous with the definition of “Level or Category 1 - Driver Assistance” in SAE J3016 Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles § 5.2 (April 2021). A Level 1 system is a driver support feature on the vehicle that can assist the human driver with either steering or braking/accelerating, but not both simultaneously. The human driver must remain fully and continuously engaged in the driving task.

8. **“Level 2”** means the same as and is coterminous with the definition of “Level or Category 2 - Partial Driving Automation” in SAE J3016 Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles § 5.3 (April 2021). A Level 2 system is a driver support feature on the vehicle that can control both steering and braking/accelerating simultaneously under some circumstances. The human driver must remain fully and continuously engaged in the driving task.

9. **“Level 3”** means the same as and is coterminous with the definition of “Level or Category 3 - Conditional Driving Automation” in SAE J3016 Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles § 5.4 (April 2021). A Level 3 system is an Automated Driving System (ADS) on the vehicle that can perform all aspects of the driving task under some circumstances. In those circumstances, the human driver must be ready to take back control at any time when the ADS requests the human driver to do so. In all other circumstances, the human driver performs the driving task.

10. **“Level 4”** means the same as and is coterminous with the definition of “Level or Category 4 - High Driving Automation” in SAE J3016 Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles § 5.5 (April 2021). A Level 4 system is an Automated Driving System (ADS) on the vehicle that can perform all driving tasks and monitor the driving environment (essentially, do all the driving) in certain circumstances without the need for a takeover-ready human driver. When operated solely within its limited domains, any human occupants are considered passengers and need not be involved in the driving task.

11. **“Level 5”** means the same as and is coterminous with the definition of “Level or Category 5 - Full Driving Automation” in SAE J3016 Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles § 5.6 (April 2021). A Level 5 system is an Automated Driving System (ADS) on the vehicle that can do all the driving in all circumstances. Any human occupants are just passengers and need never be involved in the driving task.

12. **“Manufacturer”** means a person developing, fabricating, manufacturing, assembling, or importing motor vehicles or motor vehicle equipment (including pre-production and prototype motor vehicles and equipment). A manufacturer may also be an operator.

13. **“Motor Vehicle”** means any pre-production, prototype, or production vehicle driven or drawn by mechanical power and being developed or manufactured primarily for use on public roads.⁴

14. **“Motor Vehicle Equipment”** means and includes any pre-production, prototype, or production ADS or Level 2 ADAS, including software or any other component of such system, that is installed on a motor vehicle, or used to control or operate a motor vehicle.

15. **“Notice”** is defined more broadly than in 49 CFR § 579.4 and means information you have received from any internal or external source and in any form (whether electronic, written, verbal, or otherwise) about an incident that occurred or is alleged to have occurred, including, but not limited to vehicle reports, test reports, crash reports, media reports, consumer or customer reports, claims, demands, and lawsuits. A manufacturer or operator has notice of a crash or a specified reporting criterion (i.e., fatality, a resulting hospital-treated injury, vehicle tow-away, air bag deployment, or the strike of a vulnerable road user) when it has notice of facts or alleged facts sufficient to meet the definition of a crash or a specified reporting criterion, regardless of whether the manufacturer has verified those facts. “Notice” does not encompass any crash that you learned about solely from another entity’s report pursuant to this General Order if you have no materially additional or different information to report. If you have any other source of notice regarding this crash, your duty to report the incident runs from the date the separate notice is received.

⁴ Trailers are “drawn by mechanical power” and are included in this definition of “motor vehicle.”

16. **“Operator”** means the entity operating a motor vehicle equipped with ADS on a publicly accessible road. An operator may also be a manufacturer.

17. **“Person”** means and includes “corporations, companies, associations, firms, partnerships, societies, and joint stock companies, as well as individuals.” 1 U.S.C. § 1.

18. **“Reporting Entity”** means any company identified on the attached Service List for this General Order.

19. **“Subject Vehicle”** means and includes: (1) for a motor vehicle manufacturer responding to this General Order, a motor vehicle manufactured, imported, or operated by the manufacturer and equipped with an ADS or Level 2 ADAS; (2) for a motor vehicle equipment manufacturer responding to this General Order, a motor vehicle equipped with an ADS or Level 2 ADAS with any motor vehicle equipment (including software) manufactured or imported by the motor vehicle equipment manufacturer; and (3) for an operator responding to this General Order, a motor vehicle equipped with an ADS being operated by the operator.

20. **“Vulnerable Road User”** means and includes any person who is not an occupant of a motor vehicle with more than three wheels. This definition includes, but is not limited to, pedestrians, persons traveling in wheelchairs, bicyclists, motorcyclists, and riders or occupants of other transport vehicles that are not motor vehicles, such as all-terrain vehicles and tractors.

21. **“You” or “your”** means each individual manufacturer or operator to whom this General Order is directed.

INSTRUCTIONS

The following instructions apply to each reporting entity:

1. This General Order requires you to submit reports to NHTSA on a prospective basis. It requires reports of incidents of which you receive notice ten (10) calendar days or more after first being served with Standing General Order 2021-01. **This is a standing reporting obligation, which shall continue for three years after issuance of this Third Amended**

Standing General Order 2021-01.

2. You are required to respond to every request listed in this General Order, including each subpart. If you cannot substantively respond to any specific request or subpart, you must state the reason why you are unable to do so. Examples include, but are not limited to, situations where you do not possess the information requested at the time the report is due or where you are required to redact the information because it is protected from disclosure under law. If you do not possess the information necessary to complete fully a report required by this General Order by its due date, you must provide as much information as you have available at the time the report is due and subsequently update that information, as appropriate, consistent with the requirements of Request No. 3.

3. You must provide each report required by this General Order to NHTSA in an electronic format, pursuant to the instructions set forth in Appendix A, and with the information required and in the form set forth in Appendix C. Each updated incident report must independently provide all information required by the form set forth in Appendix C and must not refer to or attempt to incorporate by reference any information included in a previously submitted incident report. You should immediately review the instructions set forth in Appendix A to determine whether you need to establish an account and have it authorized for the

submission of reports under the terms of this General Order. You must also separately submit any report that you claim contains confidential business information (CBI) to NHTSA's Office of the Chief Counsel pursuant to the instructions set forth in Appendix B.

4. Each reporting entity is independently responsible for reporting incidents that involved their vehicles or equipment or ensuring that another appropriate reporting entity has reported the incident. When more than one reporting entity has responsibility for a vehicle or its equipment that is covered by this General Order, only one of the reporting entities needs to report the incident, unless they have notice of materially different information. If you are aware that you are filing a report involving the same crash of another existing report, NHTSA encourages reporting entities to list the Report ID for the other entry in the new report's narrative to help the agency correlate the two reports.

5. If a reporting entity submits an incident report (including an updated incident report) that it learns contains an error, the reporting entity should contact NHTSA at sgo202101-info@dot.gov as soon as possible to identify the issue. The reporting entity should also mention the correction in an updated incident report about the incident once the reporting entity determines a submission error exists. If appropriate, the reporting entity should also contact the Help Desk by email at MC.Helpdesk@dot.gov to request replacement of the erroneous report. All communications about the error should include the relevant Report ID.

6. NHTSA has determined that the information required by the incident report form set forth in Appendix C, with three exceptions, does not include any potential CBI exempt from public disclosure under either the Safety Act (49 U.S.C. § 30167(a)) or the Freedom of Information Act (5 U.S.C. § 552(b)(4)). Except for these three exceptions described below, the nature of the crash-related information required by the incident report form is widely available to

the public from law enforcement agencies and through motor vehicle crash databases maintained by NHTSA.⁵ NHTSA, therefore, will not keep this information confidential, intends to make it publicly available, and is providing no assurance to you to the contrary. *See Food Marketing Inst. v. Argus Leader Media*, 139 S. Ct. 2356, 2363 (2019).

7. There are three exceptions for which NHTSA will permit you to claim, when appropriate and appropriately supported, that information submitted in an incident report constitutes CBI. These exceptions are limited to (1) the name, such as a trade name or other designator, of the automation version of the ADAS/ADS with which a vehicle is equipped; (2) whether the vehicle was within its operational design domain (ODD) at the time of the incident; and (3) the narrative. The instructions provided in Appendix B explain how you can make such a claim of confidentiality. Making a request for confidential treatment does not ensure that the information claimed to be confidential will be determined to be confidential. *See* 49 CFR Part 512, Subparts D-E. NHTSA emphasizes that CBI requests should be narrowly tailored to the specific information protectable by the applicable standards.

8. If the deadline for the submission of any report required by this General Order, other than those reports required within five calendar days under Request No. 1, falls on a weekend or Federal holiday, the deadline is extended to the next business day that is not a Federal holiday.

9. Any questions about the information or format required for the reports required by this General Order should be directed to via email to sgo202101-info@dot.gov. The deadlines for filing reports required by this General Order are not tolled or otherwise held in abeyance by the submission of a question.

⁵ See <https://www.nhtsa.gov/data/crash-data-systems>.

10. With respect to words and terms used in this General Order: the singular includes the plural; “and” as well as “or” shall be construed either disjunctively or conjunctively to bring within the scope of this General Order all information, incidents, and responses that might otherwise be construed to be outside its scope; “each” shall be construed to include “every” and “every” shall be construed to include “each”; “any” shall be construed to include “all” and “all” shall be construed to include “any”; and the use of a verb in any tense shall be construed as the use of the verb in a past or present tense whenever necessary to bring within the scope of the requests all information, incidents, and responses that might otherwise be construed to be outside its scope.

11. The reporting requirements established by this General Order, issued pursuant to 49 U.S.C. § 30166(g), are in addition to any reporting obligations applicable under the National Traffic and Motor Vehicle Safety Act, as amended (the Safety Act), 49 U.S.C. Chapter 301, and regulations thereunder including, but not limited to, early warning reporting requirements, 49 CFR Part 579, Subpart C.

12. Failure to respond timely, fully, or truthfully to this General Order may result in a referral to the United States Department of Justice for a civil action to compel responses and may also subject you to civil penalties, currently up to \$27,874 per violation per day, up to a maximum penalty of \$139,356,994 for a related series of violations. *See* 49 U.S.C. § 30165(a)(3); 49 CFR § 578.6(a)(3).

REQUESTS

IT IS THEREFORE ORDERED THAT:

In accordance with the instructions set forth above, each reporting entity shall submit an incident report, with the information required and in the form prescribed by Appendix C, as follows:

1. For each incident that meets the criteria in subparts A, B, C, and D of this Request No. 1, submit an incident report not later than five calendar days after receipt of notice of such incident and an updated incident report of such incident when required pursuant to Request No. 3.
 - A. A subject vehicle (whether equipped with ADS or Level 2 ADAS) is involved in a crash on a publicly accessible road in the United States (including any of its territories);
 - B. The ADS or Level 2 ADAS on the subject vehicle was engaged at any time during the period from 30 seconds immediately prior to the commencement of the crash through the conclusion of the crash;
 - C. Notice of the crash is received ten (10) calendar days or more after being first served with Standing General Order 2021-01; and
 - D. The crash results in any of the following:
 - i. Fatality;
 - ii. Any individual being transported to a hospital for medical treatment;
 - iii. Strike of a vulnerable road user;
 - iv. Air bag deployment; or

- v. Vehicle tow-away, if the crash involved a subject vehicle equipped with an ADS.

The fourth criterion (Request No. 1.D.) is met when (1) the crash results in a fatality or any person being transported to a hospital for medical treatment of an injury, regardless of whether the person killed or injured was an occupant of the subject vehicle; (2) a vulnerable road user is struck by any vehicle involved in the crash; or (3) when the crash results in a tow-away of or air bag deployment on any vehicle involved in the crash, regardless of whether the tow-away or air bag deployment involved the subject vehicle.

2. For each incident that meets the following criteria and is not reportable under Request No. 1, submit an incident report by the fifteenth (15th) calendar day of the month following the calendar month in which notice of the incident was received:

- A. A subject vehicle equipped with ADS is involved in a crash on a publicly accessible road in the United States (including any of its territories);
- B. The ADS on the subject vehicle was engaged at any time during the period 30 seconds immediately prior to the commencement of the crash through the conclusion of the crash;
- C. Notice of the crash is received ten (10) calendar days or more after first being served with Standing General Order 2021-01; and
- D. The crash resulted in property damage with one of the following characteristics:
 - i. The property damage is reasonably expected to exceed \$1,000; or
 - ii. The property damage is reasonably expected to not exceed \$1,000, but the crash involved one or more of the following circumstances:
 - 1. The subject vehicle was the only vehicle involved in the crash; or

2. The subject vehicle struck another vehicle or object.

3. For any incident previously reported under Request No. 1, submit an updated incident report by the fifteenth (15th) calendar day of the month following any calendar month in which you receive notice of any materially new or materially different information for any of the following fields in the incident report: VIN, engagement status, source, highest severity alleged, subject vehicle damage, subject vehicle pre-crash movement, air bags deployment status for any vehicle involved, data availability, and narrative.

NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION,
U.S. DEPARTMENT OF TRANSPORTATION

Dated: April 24, 2025

By: *Peter Simshauser*

Peter Simshauser
Chief Counsel

Attachments:

Service List

Appendix A—Incident Report Submission Instructions

Appendix B—Confidential Business Information (CBI) Instructions

Appendix C—Incident Report

Appendix A to Standing General Order 2021-01

Incident Report Submission Instructions

Each report required by this Standing General Order (General Order) must be provided to NHTSA in electronic format, via the NHTSA Incident Report – SGO 2021-01 Portal (the Portal). The Portal has been available since August 12, 2021, the effective date of the First Amended General Order. These instructions explain how to establish a Portal account and how to submit a report required under this General Order via the Portal. Any report that contains confidential business information (CBI) must also separately be submitted to NHTSA’s Office of the Chief Counsel pursuant to the instructions set forth in Appendix B.

Establishing a Portal Account

If you do not have a Portal account, you must establish an account before you can file any report required by this General Order. You should establish a Portal account as soon as possible to ensure that you can timely file all required reports and to become familiar with the Portal and the procedure for filing a report.

If you have a preexisting incident report PDF upload account, you already are preregistered for submitting reports under this General Order, and you should already have received a Portal account invitation email to establish an account password. If you do not have a preexisting account or if you have not received a Portal account invitation email, you must contact by email at MC.Helpdesk@dot.gov to provide company and individual contact information so that NHTSA can set up a Portal account for filing reports under this General Order. You then will receive a Portal account invitation email to establish an account password and activate the account. Each separate user (including multiple users from the same reporting entity) must establish and activate a separate account.

Submitting a Report to NHTSA via the Portal

To submit a report to NHTSA under this General Order via the Portal, you must access the Portal at <https://mcp.nhtsa.gov/acr/signin> and follow the steps below. All data elements in the report form are required to be completed. Some data elements have restrictions based on entries made for other data elements.

1. Log in to your Portal account using your email address and password.
2. **To create a new report**, select the “Create a New Submission” button on the displayed dashboard page.
3. In the report form that is now shown, select the REPORT TYPE to display the fields that are needed for that selection. The options for REPORT TYPE are 1) “5-Day,” or 2) “Monthly.”⁶
4. If the REPORT TYPE is “5-Day,” enter the required data in the fields that are shown. After entering data, select the “Save As Draft” button to save the report as a draft for later editing or submission, or select the “Submit” button to submit the report to NHTSA immediately. Select the “Cancel” button to return to the dashboard.
5. If the REPORT TYPE is “Monthly,” enter the required data in the fields that are shown. After entering data, select the “Save As Draft” button to save the report as a draft for later editing or submission, or select the “Submit” button to submit the report to NHTSA immediately. Select the “Cancel” button to return to the dashboard.

⁶ These “Monthly” reports are reports submitted pursuant to Request No. 2, which are only required when a reportable crash occurs pursuant to that Request. If you are updating a 5-Day Report instead, please refer to Instruction 9 in this Appendix.

6. **To edit a report saved as a draft**, select its Report ID on the “Draft Incident Reports” table on the dashboard to perform edits or to submit the report to NHTSA. You can also delete a saved draft report by selecting the “Delete” button on the report page.

7. Following completion of any edits on a draft report, you can submit the report by selecting the “Submit” button. The report will now be shown on the “Submitted Incident Reports” table on the dashboard. If the report previously had been saved as a draft, it will no longer be found on the “Draft Incident Reports” table following submission.

8. **To view a report following submission**, select the Report ID of the report on the “Submitted Incident Reports” table on the dashboard. The submitted report can no longer be edited.

9. **To update a 5-Day report**, select the report from the “Submitted Incident Reports” table and then select the “Create Updated Report” button at the bottom of the report form. A draft copy of the report will be created and can be edited and submitted as a new version of the original form. To see the submitted report from which an updated incident report was created, look at the label immediately under the Report ID field. Only the latest version of a submitted report can be used to create an update, and only one draft update version can exist for that report. An updated incident report must independently include all required information and must not attempt to incorporate information from prior reports by reference. If the updated incident report includes confidential business information, a CBI request submitted pursuant to the instructions set forth in Appendix B must exist.

10. **To view a list of prior activity**, select the “Audit Trail” button from the dashboard or from the report pages.

11. **To print reports for a CBI submission**, select the report from the “Submitted Incident Reports” table, open the report, and select the Print button at the top to print confidential and public versions of the report. A pop-up window will be displayed giving you the option to print either a public version that does not show the confidential version of the CBI fields or a confidential version that contains unredacted CBI fields and includes a “CONFIDENTIAL BUSINESS INFORMATION” designation at the top of the page. All CBI submissions must be made pursuant to the instructions set forth in Appendix B.

12. **To log out of your Portal account**, use the Logout link near the top of the page.

Portal Technical Assistance

For assistance setting up a Portal account or submitting a report to NHTSA via the Portal, please contact the MC Help Desk by email at MC.Helpdesk@dot.gov.

Appendix B to Standing General Order 2021-01

Confidential Business Information (CBI) Instructions

If you claim that information in an incident report you submit contains confidential business information (CBI), you must comply with 49 CFR Part 512 and these instructions. These instructions provide information intended to help you comply with that regulation in the context of submitting required incident reports under this General Order. A current version of the regulation is available at <http://www.ecfr.gov> by selecting Title 49 “Transportation,” selecting “Parts 500 – 599” and then selecting Part 512 “Confidential Business Information.”

1. NHTSA has determined that only a limited number of the categories on the incident report form (Appendix C) request information that potentially could be CBI. Those categories are: “AUTOMATION FEATURE VERSION;” “WAS VEHICLE WITHIN ITS ODD AT THE TIME OF THE INCIDENT?;” and “NARRATIVE.” The form includes a box labeled “CBI” next to each of these fields.

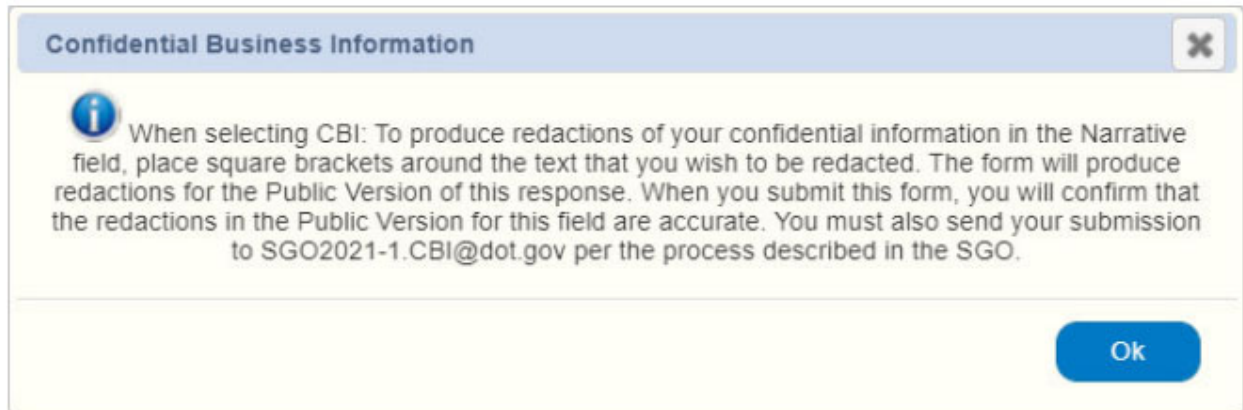
2. To claim that your response to any of these three categories constitutes CBI, you must first check the CBI box next to each field you are claiming constitutes CBI. You must separately check each CBI box to claim that the information submitted in that field constitutes CBI. NHTSA emphasizes that CBI requests should be narrowly tailored to the specific information protectable by the applicable standards.

3. If any one of the CBI boxes is checked, the report will display the statement “CONFIDENTIAL BUSINESS INFORMATION” at the top of the report, consistent with the requirements of 49 CFR § 512.6(c)(2). The following message also will appear as a reminder:



4. If you check the CBI box for “AUTOMATION FEATURE VERSION,” and/or “WAS VEHICLE WITHIN ITS ODD AT THE TIME OF THE INCIDENT,” brackets will automatically be placed around the response for which the CBI box is checked to designate the information that is claimed to be confidential, consistent with the requirements of 49 CFR § 512.6(c)(2). A read-only field showing the public versions of these fields will be displayed below the confidential version of the field. The public versions of these fields will state “[REDACTED CONFIDENTIAL BUSINESS INFORMATION].”

5. If you check the CBI box for “NARRATIVE,” you must manually insert brackets in the text of your response around the specific information you are claiming is confidential. These brackets will not be inserted automatically because you must identify the specific information within the “NARRATIVE” response you are claiming is confidential, consistent with the requirements of 49 CFR § 512.6(c)(2). When you check the CBI box for “NARRATIVE,” the following message will appear as a reminder:



A read-only field showing the public version of the NARRATIVE field will be displayed below the confidential version of the field. Any part of the narrative you have designated as confidential by placing it within brackets will be replaced with “[REDACTED CONFIDENTIAL BUSINESS INFORMATION]” in the public version of the field. If you do not insert brackets around the specific information you are claiming is confidential, you have not made a valid CBI claim for any information in your response to “NARRATIVE,” and the information could be made publicly available.

6. To make a valid CBI claim, you must also, in addition to following the procedures described in Paragraphs 2-5, separately submit a confidentiality request to NHTSA in support of your CBI claim. You may submit a single confidentiality request for all reports submitted at the same time on which you are claiming CBI. To submit a confidentiality request, you will need the Report ID(s) that was generated and assigned to the report(s).

7. You must email your confidentiality request to NHTSA’s Office of the Chief Counsel at SGO2021-1.CBI@dot.gov. Your email must include in the subject line: the name of the reporting entity and the Report ID(s). NHTSA is treating electronic submission as an acceptable method for submitting confidentiality requests to the agency under 49 CFR Part 512.

See <https://www.nhtsa.gov/submit-confidential-business-info>. Do not send a duplicate hardcopy of your confidentiality request to NHTSA.

8. The confidentiality request you email to NHTSA must include the following:

a. A request letter that contains supporting information, pursuant to 49 CFR § 512.8.

See Food Marketing Institute v. Argus Leader Media, 139 S. Ct. 2356 (2019). The request letter must reference the unique filename assigned to the report.

b. A certificate, pursuant to 49 CFR § 512.4(b) and 49 CFR Part 512, Appendix A.

The certificate must reference the Report ID(s) assigned to the report(s).

c. An unredacted, “confidential version” of each report for which you are requesting confidential treatment. The report(s) you submitted electronically, with checked CBI boxes, brackets around the information claimed to be confidential, and the label “CONFIDENTIAL BUSINESS INFORMATION” at the top of the page meets the requirements of 49 CFR § 512.6 for this purpose. To print a confidential version of a report for a CBI submission, select the report from the “Submitted Incident Reports” table, open the report, and select the Print button at the top. A pop-up window will be displayed giving you the option to print a confidential version that includes unredacted CBI fields and includes the designation “Confidential Business Information” at the top of the page.

d. A redacted, “public version” of each report for which you are requesting confidential treatment. Pursuant to 49 CFR § 512.5(a)(2), the redacted “public version” must include redactions of any information for which you are seeking confidential treatment (i.e., the only information that should be unredacted is information for which you are not seeking confidential treatment). To print a redacted, public version of the report for a CBI submission, select the report from the “Submitted Incident Reports” table, open the report, and select the

Print button at the top. A pop-up window will be displayed giving you the option to print a public version that does not show the confidential version of the CBI fields.

Appendix C to Standing General Order 2021-01

Incident Report Form

The Incident Report Form is an interactive web form that can be accessed via the Portal (see instructions in Appendix A for accessing the Portal). A static image of the form is shown on the following page.

[Return to Dashboard](#)

Company Name Here

OMB No. 2127-0754. Expires: 3/31/2026

 UNITED STATES DEPARTMENT OF TRANSPORTATION
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 Standing General Order 2021-01
 Appendix C - Incident Report

REPORT TYPE --- Select ---	REPORT MONTH & YEAR ---
NHTSA-PROVIDED REPORT ID ---	

Basic Incident Information

VIN and/or VIN VIN Number	MAKE <input type="checkbox"/> LINK	MODEL <input type="checkbox"/> LINK	MODEL YEAR <input type="checkbox"/> LINK
Serial Number	DRIVER / OPERATOR TYPE --- Select ---	TYPE OF AUTOMATION SYSTEM ENGAGED --- Select ---	ENGAGEMENT STATUS --- Select ---
AUTOMATION FEATURE VERSION <input type="checkbox"/> LINK	LATITUDE (decimal) <input type="checkbox"/> LINK	LONGITUDE (decimal) <input type="checkbox"/> LINK	SOURCE --- Select ---
INCIDENT DATE <input type="checkbox"/> LINK	INCIDENT TIME (24-hour format) <input type="checkbox"/> LINK	00:00	

Surface Conditions

ROADWAY DESCRIPTION --- Select ---	ROADWAY TYPE --- Select ---	WEATHER --- Select ---
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Crash Scene

CRASH WITH --- Select ---	PRE-CRASH SPEED (mph) <input type="checkbox"/> LINK	HIGHEST SEVERITY ALLEGED --- Select ---
SUBJECT VEHICLE		CRASH WITH:
GENERAL DAMAGE / CONTACT AREA --- Select ---	PRE-CRASH MOVEMENT --- Select ---	GENERAL DAMAGE / CONTACT AREA --- Select ---
		PRE-CRASH MOVEMENT --- Select ---
ANY AIR BAGS DEPLOYED? --- Select ---	WAS VEHICLE TOWED? --- Select ---	WERE ALL PASSENGERS BELTED? --- Select ---

Incident Data

DATA AVAILABILITY --- Select ---	INVESTIGATING AGENCY <input type="checkbox"/> LINK	WAS VEHICLE WITH ITS OOD AT THE TIME OF THE INCIDENT? <input type="checkbox"/> LINK
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Incident Assessment

Provide a written description of the pre-crash, crash, and post-crash details, including the direction(s) of travel, if known. Provide explanations for any responses indicating see Narrative. List all ADAS or ADS features engaged prior to the incident, describe any ADAS or ADS feature disengagements leading up to the incident, and provide reasons for the disengagements, if known. Indicate if this is an update to a previously submitted report and, if so, provide the previous report's REPORT ID. If you selected Media as a source in the Incident Information section, provide the URL or reference. Provide any other available information.

NARRATIVE <input type="checkbox"/> LINK
<div style="border: 1px solid black; height: 100px;"></div>

3500 characters remaining

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**UNITED STATES DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**
1200 New Jersey Avenue SE
Washington, DC 20590

In re:)
)
Standing General Order 2021-01)
)
Incident Reporting for)
Automated Driving Systems (ADS) and)
Level 2 Advanced Driver)
Assistance Systems (ADAS))
)

SERVICE LIST

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