### ADDENDUM: Operational Design Domain - Origin Driverless Testing in California

*Updated February 2023*

| **Level of Automation** | Cruise Origins under the driverless test permit meet the description of a Level 4 automated driving system under SAE International’s *Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles*, standard J3016 (APRIL 2021).

Cruise’s self-driving system is designed to perform the dynamic driving task within a defined operational design domain and to achieve a minimal risk condition without any expectation that a human driver will intervene. |
| **Geographic Area** | During driverless testing, Cruise Origin’s intended operational design domain will include a geo-fenced area that encompasses the entire City and County of San Francisco. |
| **Roadway Type** | During driverless testing, Cruise’s intended operational design domain will include local and arterial roads and will exclude roadways where the posted speed limit exceeds 35 miles per hour. |
| **Speed Range** | During driverless testing, Cruise Origins will operate at a maximum speed of 35 miles per hour. |
| **Weather Conditions** | During driverless testing, the intended operational design domain of Cruise Origins will exclude the following weather conditions:
  - Heavy Fog
  - Heavy Rain |
| **Time of Day** | During driverless testing, the intended operation design domain of Cruise Origin vehicles will include all times of day and night. |
| **Other Domain Constraints** | When engaging in driverless testing, Cruise may opt to further restrict certain domain constraints, such as limiting driverless testing to:
  - Non-inclement weather conditions
  - Certain times of day
  - Certain routes |
San Francisco ODD shown in Cruise Cartographer tool