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TRAINING BULLETIN

DATE: June 4, 2025

California Assembly Bill 1777

The purpose of this training bulletin is to provide deputies and/or staff members with an understanding of California Assembly Bill (AB) 1777 regarding autonomous vehicles (AVs) and their impact on law enforcement. This bill impacts law enforcement practices related to traffic enforcement, accident investigations, and the management of incidents involving AVs. The bill ensures that AV manufacturers, operators, and law enforcement agencies understand the role and responsibilities concerning the operation of fully autonomous and autonomous-capable vehicles on California's roadways.

Effective July 1, 2026, peace officers will be authorized to issue notices of autonomous vehicle noncompliance upon observing a violation of the Vehicle Code or upon observing an alleged violation of a local traffic ordinance adopted pursuant to the Vehicle Code by an autonomous vehicle while the autonomous technology is engaged. The bill would require the notice to identify, at a minimum, the alleged violation, the date, time, location of the alleged violation, and the license plate number of the vehicle. Additionally, AB 1777 will authorize an emergency response official to issue an emergency geofencing message, as defined, to a manufacturer and would require a manufacturer to direct its fleet to leave or avoid the area identified within 2 minutes of receiving an emergency geofencing message.

The bill also requires a manufacturer of an autonomous vehicle to provide the Department of Motor Vehicles (DMV) with any issued notice of autonomous vehicle noncompliance within 72 hours of issuance, or within a timeframe otherwise determined by the department. The bill also requires the department (DMV) to adopt regulations setting forth requirements for the processes related to notices of autonomous vehicle noncompliance and would prohibit the above-described provisions from becoming operative until the regulations are adopted. At the time of this training bulletin, the DMV has not issued regulations, and a following up training bulletin will be disseminated once the DMV has released the mandated regulations.

The bill lays out the following Vehicle Code sections to assist with definitions and regulations:

Key Principles of CVC 38750(a)

Definitions:

- “Autonomous technology” as technology that has the capability to drive a vehicle without the active physical control or monitoring by a human operator.
- “Autonomous vehicle” means any vehicle equipped with autonomous technology that has been integrated into that vehicle that meets the definition of Level 3, Level 4, or Level 5 of SAE International’s “Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles, standard J3016 (APR2021),”
- Level 3: The driving automation system handles all aspects of dynamic driving tasks (DDT) within a specific Operational Design Domain (ODD). The driver is expected to be in a fallback-ready state and ready to take over if requested by the system.
- Level 4: The driving automation system handles all aspects of DDT within its ODD without the expectation of the driver needing to intervene, even when requested.
- Level 5: The driving automation system handles all aspects of DDT in all road conditions and situations, without any need for human intervention.
- Remote Assistance and Monitoring: Autonomous vehicles, particularly in test phases, may be required to be monitored or remotely operated by an individual, especially in emergencies or if the vehicle encounters a system failure.

Key Principles of CVC 38751(b)

Manufacturer's Emergency Response Telephone Line:

- Beginning July 1, 2026, a manufacturer operating an autonomous vehicle under a testing or deployment permit must maintain a dedicated emergency response telephone line. This line must be accessible to emergency response officials 24/7 when an autonomous vehicle is on a public road.
 - The manufacturer must ensure that all emergency calls are answered within 30 seconds by a remote human operator who is fully aware of the status and location of all autonomous vehicles on the road.
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- The human operator must have the ability to immobilize the autonomous vehicle, allow an emergency response official to move the vehicle, and/or direct the vehicle's movement as needed during an emergency situation.

Two-Way Communication Device:

- Each autonomous vehicle must be equipped with a two-way voice communication device that enables emergency responders to communicate directly with the remote operator monitoring the vehicle's status.
- Emergency responders should expect to reach a remote operator within 30 seconds after making a request through the device.

Override System Access for Emergency Responders:

- Autonomous vehicles equipped with an override system that enables someone physically present in the vehicle to move it, must provide emergency access to law enforcement and firefighters. This access allows responders to immobilize or move the vehicle as necessary in emergencies. Manufacturers are required to train law enforcement and firefighting personnel on how to use the override system. This training must be regularly reviewed and updated by the manufacturer to reflect any changes to the system or new safety protocols.

Key Principles of CVC 38752

Notice of Autonomous Vehicle Noncompliance (NAVN):

- A Notice of Autonomous Vehicle Noncompliance is a formal notice issued by a peace officer identifying an alleged violation of traffic laws or local ordinances by an autonomous vehicle while its autonomous technology is engaged.

The notice must include:

- The license plate number of the autonomous vehicle.
- The date, time, and location of the alleged violation.
- The nature of the alleged violation under the Vehicle Code or any local traffic ordinances.

Issuance of the Notice:

- Peace officers may issue an NAVN if they observe an autonomous vehicle committing a traffic violation while operating under autonomous technology. A NAVN is not a citation but serves as a notification to the manufacturer of the alleged violation.
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Responsibilities of Manufacturers:

- Submission to the Department: The manufacturer of the autonomous vehicle is required to submit a copy of the NAVN to the Department of Motor Vehicles (DMV) within 72 hours of issuance or within a time frame determined by the DMV.
- The DMV will provide a means for manufacturers to submit these notices.

Legal Clarifications:

- The issuance of an NAVN does create a presumption that the vehicle is unsafe, nor does it limit the manufacturer's ability to dispute the alleged violation. NAVN is a tool for notification to the manufacturer and does not have the same legal weight as a citation. Manufacturers may contest the alleged violation and are not automatically penalized.
- **NOTE:** Vehicle Code Section 38752 shall not become operative until the Department of Motor Vehicles (DMV) issues regulations regarding the processing and handling of NAVNs, as required by CVC 38750.

The link below can be used to access AB 1777:

- [California Assembly Bill 1777](#)

All sworn staff of the Deputy Sheriff and Park Ranger ranks are required to review and acknowledge this training bulletin **no later than July 4, 2025.**
