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| **To:** | Anthony V. Lupo(tmdocket@afslaw.com) |
| **Subject:** | U.S. Trademark Application Serial No. 98795389 - ROBOTAXI - - 038824.03330 |
| **Sent:** | May 06, 2025 11:09:51 AM EDT |
| **Sent As:** | tmng.notices@uspto.gov |

**Attachments**

screencapture-en-wikipedia-org-wiki-Robotaxi-17464628529941
screencapture-www-theverge-com-news-661025-waymo-fleet-size-factory-arizona-jaguar-robotaxi-zeekr-17465437386571
screencapture-zoox-com-17465438354131

**United States Patent and Trademark Office (USPTO)**
**Office Action (Official Letter) About Applicant's Trademark Application**

**U.S. Application Serial No.** 98795389

**Mark:** ROBOTAXI

**Correspondence Address:**
Anthony V. Lupo
ArentFox Schiff LLP
1717 K Street, NW
Washington DC 20006-5344
United States

**Applicant:** Tesla, Inc.

**Reference/Docket No.** 038824.03330

**Correspondence Email Address:** tmdocket@afslaw.com

# NONFINAL OFFICE ACTION

**Response deadline.** File a response to this nonfinal Office action within three months of the "Issue date" below to avoid abandonment of the application. Review the Office action and respond using one of the links to the appropriate electronic forms in the "How to respond" section below.

**Request an extension.** For a fee, applicant may request one three-month extension of the response deadline prior to filing a response. The request must be filed within three months of the "Issue date" below. If the extension request is granted, the USPTO must receive applicant's response to this letter within six months of the "Issue date" to avoid abandonment of the application.

**Issue date:** May 6, 2025

**INTRODUCTION**

The referenced application has been reviewed by the assigned trademark examining attorney. Applicant must respond timely and completely to the issue(s) below. 15 U.S.C. §1062(b); 37 C.F.R. §§2.62(a), 2.65(a); TMEP §§711, 718.03.

**SUMMARY OF ISSUES:**

- Search Results - No Conflicting Marks Found
- Section 2(e)(1) Refusal - Merely Descriptive
- More Information Required
- Identification Amendment Required
- Response Guidelines

**SEARCH RESULTS - NO CONFLICTING MARKS FOUND**

The trademark examining attorney has searched the USPTO database of registered and pending marks and has found no conflicting marks that would bar registration under Trademark Act Section 2(d). 15 U.S.C. §1052(d); TMEP §704.02.

**SECTION 2(e)(1) REFUSAL - MERELY DESCRIPTIVE**

Registration is refused because the applied-for mark merely describes a feature, ingredient, characteristic, purpose, function, intended audience of applicant's goods and/or services. Trademark Act Section 2(e)(1), 15 U.S.C. §1052(e)(1); *see* TMEP §§1209.01(b), 1209.03 *et seq.*

A mark is merely descriptive if it describes an ingredient, quality, characteristic, function, feature, purpose, or use of an applicant's goods and/or services. TMEP §1209.01(b); *see*, *e.g.*, *In re TriVita, Inc.*, 783 F.3d 872, 874, 114 USPQ2d 1574, 1575 (Fed. Cir. 2015) (quoting *In re Oppedahl & Larson LLP*, 373 F.3d 1171, 1173, 71 USPQ2d 1370, 1371 (Fed. Cir. 2004)); *In re Steelbuilding.com*, 415 F.3d 1293, 1297, 75 USPQ2d 1420, 1421 (Fed. Cir. 2005) (citing *Estate of P.D. Beckwith, Inc. v. Comm'r of Patents*, 252 U.S. 538, 543 (1920)).

Here, the applicant has applied to register mark ROBOTAXI for "Land vehicles; electric vehicles, namely automobiles; automobiles; and structural parts therefor" in International Class 012.

The attached evidence from Wikipedia demonstrates that the term "ROBOTAXI" is used to describe an "autonomous car... operated for a ridesharing company." Additional evidence from The Verge and Zoox show that this term is used to describe similar goods and services by other companies.

Therefore, the mark is merely descriptive, and registration is refused pursuant to Section 2(e)(1) of the Trademark Act.

**Generic Advisory.** Applicant is advised that, if the application is amended to seek registration on the Principal Register under Trademark Act Section 2(f) or on the Supplemental Register, applicant will be

required to disclaim "ROBOTAXI" because such wording appears to be generic in the context of applicant's goods and/or services. *See* 15 U.S.C. §1056(a); *In re Wella Corp.*, 565 F.2d 143, 144, 196 USPQ 7, 8 (C.C.P.A. 1977); *In re Creative Goldsmiths of Wash., Inc.*, 229 USPQ 766, 768 (TTAB 1986); TMEP §1213.03(b).

Although applicant's mark has been refused registration, applicant may respond to the refusal(s) by submitting evidence and arguments in support of registration. However, if applicant responds to the refusal(s), applicant must also respond to the requirement(s) set forth below.

**MORE INFORMATION REQUIRED**

Due to the descriptive nature of the applied-for mark, applicant must provide the following information and documentation regarding the goods and/or services and wording appearing in the mark:

(1) Fact sheets, instruction manuals, brochures, advertisements and pertinent screenshots of applicant's website as it relates to the goods and/or services in the application, including any materials using the terms in the applied-for mark. Merely stating that information about the goods and/or services is available on applicant's website is insufficient to make the information of record.;

(2) If these materials are unavailable, applicant should submit similar documentation for goods and services of the same type, explaining how its own product or services will differ. If the goods and/or services feature new technology and information regarding competing goods and/or services is not available, applicant must provide a detailed factual description of the goods and/or services. Factual information about the goods must make clear how they operate, salient features, and prospective customers and channels of trade. For services, the factual information must make clear what the services are and how they are rendered, salient features, and prospective customers and channels of trade. Conclusory statements will not satisfy this requirement.; and

(3) Applicant must respond to the following questions:

-- Do applicant's goods contain or applicant services include robotic or automated features?

-- Will applicant's goods contain self-driving or driverless features?

-- Do applicant's competitors use the term ROBO, ROBOT or ROBOTIC to advertise similar goods and/or services?

*See* 37 C.F.R. §2.61(b); TMEP §§814, 1402.01(e).

If applicant submits webpage evidence to satisfy this requirement, applicant must provide (1) an image of the webpage, (2) the date it was accessed or printed, and (3) the complete URL address. *In re ADCO Indus.-Techs., L.P.*, 2020 USPQ2d 53786, at *2 (TTAB 2020) (citing *In re I-Coat Co.*, 126 USPQ2d 1730, 1733 (TTAB 2018)); TMEP §710.01(b). Providing only a website address or hyperlink to the webpage is not sufficient to make the materials of record. *In re ADCO Indus.-Techs., L.P.*, 2020 USPQ2d 53786, at *2 (citing *In re Olin Corp.*, 124 USPQ2d 1327, 1331 n.15 (TTAB 2017); *In re HSB Solomon Assocs., LLC*, 102 USPQ2d 1269, 1274 (TTAB 2012); TBMP §1208.03); TMEP §814.

Applicant has a duty to respond directly and completely to this requirement for information. *See In re Ocean Tech., Inc.*, 2019 USPQ2d 450686, at *2 (TTAB 2019) (citing *In re AOP LLC*, 107 USPQ2d 1644, 1651 (TTAB 2013)); TMEP §814. Failure to comply with a requirement for information is an independent ground for refusing registration. *In re SICPA Holding SA*, 2021 USPQ2d 613, at *6 (TTAB 2021) (citing *In re Cheezwhse.com, Inc.*, 85 USPQ2d 1917, 1919 (TTAB 2008); *In re DTI P'ship LLP*, 67 USPQ2d 1699, 1701-02 (TTAB 2003); TMEP §814).

**IDENTIFICATION AMENDMENT REQUIRED**

Some of the wording in the identification of goods and/or services is indefinite and/or overly broad; that is, it is not clear what the nature of the goods and/or services is and/or the identification could include goods and/or services in more than one international class. The identification of goods and/or services must be specific, definite, clear, accurate, and concise. *See* 15 U.S.C. §§1051(a)(2), 1051(b)(2), 1053, 1126(d)-(e), 1141f; 37 C.F.R. §2.32(a)(6); TMEP §§1402.01, 1402.01(b)-(c).

Therefore, applicant must either (1) delete the unacceptable wording or (2) amend it to definite wording that specifies the nature of the goods and/or services in greater detail and that is within the scope of the original identification. *See* 37 C.F.R. §2.32(a)(6); TMEP §§1402.01, 1402.03. For assistance with drafting acceptable wording, use the USPTO's online searchable *Acceptable Identification of Goods and Services Manual* (ID Manual). *See* TMEP §1402.04. For guidance on searching the ID Manual, see "Searching the Trademark ID Manual" located under "Guides, Manuals, and Resources" in the Trademark portion of USPTO.gov, linked here.

In this case, applicant must remove the semicolon between "automobiles" and "and structural parts therefor."

Applicant is in the best position to know their goods and/or services, and the ID Manual is a good resource for finding an appropriate amendment. Applicant may adopt the suggested identification and classification below, if accurate, which identifies the specific indefinite or overly broad wording and suggested clarification of that wording in **bold** font and which may indicate deletion of some or all of the indefinite or overly broad wording:

> International Class 012: Land vehicles; electric vehicles, namely automobiles; automobiles~~;~~ and structural parts therefor

**Multiple Class Advisory.** The application identifies goods and/or services that may be classified in more than one class; however, applicant submitted an application filing fee(s) sufficient for only one class(es). In a multiple-class application, an application filing fee for each class is required. 37 C.F.R. §§2.6(a)(1)(i), (a)(1)(iii), 2.86(a)(2), (b)(2); TMEP §§810.01, 1403.01. For more information about adding classes to an application, see the Multiple-class Application webpage.

Therefore, applicant must either (1) restrict the application to the number of classes covered by the fees already paid, or (2) submit the relevant fees for each additional class. 37 C.F.R. §2.6(a)(1)(i), (a)(1)(iii). View the USPTO's current fee schedule for the current fee amounts.

**RESPONSE GUIDELINES**

For this application to proceed, applicant must explicitly address each refusal and/or requirement in this Office action. For a refusal, applicant may provide written arguments and evidence against the refusal, and may have other response options if specified above. For a requirement, applicant should set forth the changes or statements. Please see the Responding to Office Actions webpage for more information and tips on responding.

Please call or email the assigned trademark examining attorney with questions about this Office action. Although an examining attorney cannot provide legal advice, the examining attorney can provide additional explanation about the refusal(s) and/or requirement(s) in this Office action. *See* TMEP §§705.02, 709.06.

The USPTO does not accept emails as responses to Office actions; however, emails can be used for informal communications and are included in the application record. *See* 37 C.F.R. §§2.62(c), 2.191; TMEP §§304.01-.02, 709.04-.05.

**How to respond.** File a **response form to this nonfinal Office action** or file a **request form for an extension of time to file a response**.

/Lacey Allen/
Lacey Allen
Trademark Examining Attorney
LO302--Law Office 302
(571) 270-1073
Lacey.Allen@uspto.gov

## RESPONSE GUIDANCE

- **Missing the deadline for responding to this letter will cause the application to abandon.** A response or extension request must be received by the USPTO before 11:59 p.m. **Eastern Time** of the last day of the response deadline. Trademark Electronic Application System (TEAS) system availability could affect an applicant's ability to timely respond. For help resolving technical issues with TEAS, email TEAS@uspto.gov.

- **Responses signed by an unauthorized party** are not accepted and can **cause the application to abandon.** If applicant does not have an attorney, the response must be signed by the individual applicant, all joint applicants, or someone with legal authority to bind a juristic applicant. If applicant has an attorney, the response must be signed by the attorney.

- If needed, **find contact information for the supervisor** of the office or unit listed in the signature block.

# Robotaxi



From Wikipedia, the free encyclopedia

*For the Tesla vehicle also known as "Robotaxi", see Tesla Cybercab.*

A **robotaxi**, also known as **robot taxi**, **robo-taxi**, **self-driving taxi** or **driverless taxi**, is an autonomous car (SAE automation level 4 or 5) operated for a ridesharing company.

Some studies have hypothesized that robotaxis operated in an autonomous mobility on demand (AMoD) service could be one of the most rapidly adopted applications of autonomous cars at scale and a major mobility solution, especially in urban areas.[1] Moreover, they could have a very positive impact on road safety, traffic congestion and parking.[2][3][4][5][6] Robotaxis could also reduce urban pollution and energy consumption, since these services will most probably use electric cars[7] and for most of the rides, less vehicle size and range is necessary compared to individually owned vehicles.[8] The expected reduction in number of vehicles means less embodied energy;[9] however energy consumption for redistribution of empty vehicles must be taken into account.[10] Robotaxis would reduce operating costs by eliminating the need for a human driver, which might make it an affordable form of transportation and increase the popularity of transportation-as-a-service (TaaS) as opposed to individual car ownership.[11][12][13][14] Such developments could lead to job destruction[15][16] and new challenges concerning operator liabilities.[17] In 2023, some robotaxis caused congestion when they blocked roads due to lost cellular connectivity, and others failed to properly yield to emergency vehicles.[18] As of 2023 there has been only one fatality associated with a robotaxi, a pedestrian who was hit by an Uber test vehicle in 2018.

Predictions of the widespread and rapid introduction of robotaxis – by as early as 2018 – have not been realized. There are a number of trials underway in cities around the world, some of which are open to the public and generate revenue. However, as of 2021, questions have been raised as to whether the progress of self-driving technology has stalled and whether issues of social acceptance, cybersecurity and cost have been addressed.[19][20]

Part of a series on

**Self-driving cars and self-driving vehicles**

**Enablers**

Assured clear distance ahead · Autonomous racing · Datasets · Lane centering · Pedestrian crash avoidance mitigation · Vehicle infrastructure integration

**Topics**

Automatic parking · History · Impact · Platoon · Regulation (Liability) · **Robotaxi** · Self-driving truck · Tunnel problem

**Related topics**

Automatic train operation · Modular agile transit · Unmanned surface vehicle · Vehicular automation

v · t · e

Robotaxi

## Status [edit]

### Vehicle costs [edit]

So far all the trials have involved specially modified passenger cars with space for two or four passengers sitting in the back seats behind a partition. LIDAR, cameras and other sensors have been used on all vehicles. The cost of early vehicles was estimated in 2020 at up to US$400,000 due to custom manufacture and specialized sensors.[21] However, the prices of some components such as LIDAR have fallen significantly.[22] In January 2021, Waymo stated its costs were approximately $180,000 per vehicle, and its operating cost at $0.30 per mile (~$0.19 per km), well below Uber and Lyft, but this excludes the cost of



Baidu Apollo
GM Cruise
Tesla
Other developments



Dark

fleet technicians and customer support.[23] Baidu announced in June 2021 it would start producing robotaxis for 500,000 yuan ($77,665) each.[24] Tesla has discussed a sub-$25,000 Tesla Robotaxi, and as of 2023 is designing an assembly line that will accommodate the vehicle.[25]

### Passenger tests [edit]

Several companies are testing robotaxi services, especially in the United States and in China. All operate only in a geo-fenced area. Service areas for robotaxis, also known as the Objective Design Domain (ODD), are specially designated zones where robotaxis can safely provide service.[26] As of 2024, Baidu's Apollo Go had carried the most passengers, over 6 million by April 2024. Other providers in China include AutoX, DiDi, Pony.ai, WeRide, all operating in 10 or more cities. In the US, Waymo is the most prominent provider, operating in San Francisco, Phoenix, and Los Angeles. A 2024 study of Waymo indicated an 85% reduction in injury crashes per mile driven.[27]

Separate to these efforts have been trials of larger shared autonomous vehicles on fixed routes with designated stops, able to carry between 6 and 10 passengers. These shuttle buses operate at low speeds.

### Current obstacles to robotaxi [edit]

At present, it is not only technical issues that hinder the widespread use of robotaxi, but also social issues. First, consumers' concerns about the reliability and safety of self-driving taxis are a major obstacle. For example, system failures during the service process and the risk of accident perception will reduce potential users.[28] In addition, consumers still have doubts about whether robotaxi can cope with complex urban environments or severe weather conditions.[*citation needed*]





### Licenses [edit]

In February 2018 Arizona granted Waymo a Transportation Network Company permit.[29]

In February 2022 the California Public Utilities Commission (CPUC) issued Drivered Deployment permits to Cruise and Waymo to allow passenger service in autonomous vehicles with a safety driver present in the vehicle. These carriers must hold a valid California Department of Motor Vehicles (DMV) Deployment permit and meet the requirements of the CPUC Drivered Deployment program.[30] In June 2022, Cruise received approval to operate a commercial robotaxi service in San Francisco.[31][32]

In April 2022, China gave Baidu and Pony.ai its first permits to deploy robotaxis without safety drivers on open roads within a 23 square mile area in the Beijing Economic-Technological Development Area.[33][34]

In August 2023, the CPUC approved granting additional operating authority for Cruise LLC and Waymo LLC to conduct commercial passenger service using vehicles without safety drivers in San Francisco.[35] The approval includes the ability for both companies to charge fares for rides at any time of day.[35]

## History [edit]

### First trials [edit]

In August 2016, MIT spinoff NuTonomy was the first company to make robotaxis available to the public, starting to offer rides with a fleet of 6 modified Renault Zoes and Mitsubishi i-MiEVs in a limited area in Singapore.[36] NuTonomy later signed three significant partnerships to develop its robotaxi service: with Grab, Uber's rival in Southeast Asia, with Groupe PSA, which is supposed to provide the company with Peugeot 3008 SUVs and the last one with Lyft to launch a robotaxi service in Boston.[37][38][39][40]

In August 2017, Cruise Automation, a self-driving startup acquired by General Motors in 2016, launched the beta version of a robotaxi service for its employees in San Francisco using a fleet of 46 Chevrolet Bolt EVs.[41][42]

## Testing and revenue service timeline [edit]

*This is a dynamic list and may never be able to satisfy particular standards for completeness. You can help by adding missing items with reliable sources.*

*Trials listed have a safety driver unless otherwise indicated. The commencement of a trial does not mean it is still active.*

- August 2016 - NuTonomy launched its autonomous taxi service using a fleet of 6 modified Renault Zoes and Mitsubishi i-MiEVs in Singapore
- September 2016 - Uber started allowing a select group of users in Pittsburgh, Pennsylvania to order robotaxis from a fleet of 14 vehicles. Two Uber engineers were always in the front seats of each vehicle.
- March 2017 - An Uber self-driving car was hit and flipped on its side by another vehicle that failed to yield. In October 2017, Uber started using only one test driver.
- April 2017 - Waymo started a large scale robotaxi tests in a geo-fenced suburb of Phoenix, Arizona with a driver monitoring each vehicle. The service area was about 100 square miles (260 $km^2$).[43] In November 2017 some testing without drivers began. Commercial operations began in November 2019.
- August 2017 - Cruise Automation launched the beta version robotaxi service for 250 employees (10% of its staff) in San Francisco using a fleet of 46 vehicles.
- March 2018 - A woman attempting to cross a street in Tempe, Arizona at night was struck and killed by an Uber vehicle while the onboard safety driver was watching videos. Uber later restarted testing, but only during daylight hours and at slower speeds.
- August 2018 - Yandex began a trial with two vehicles in Innopolis, Russia[44][45]
- December 2018 - Waymo started self-driving taxi service, dubbed Waymo One, in Arizona for paying customers.[46]
- April 2019 - Pony.ai launched a pilot system covering 50 $km^2$ (19 sq mi) in Guangzhou, China for employees and invited affiliated, serving pre-defined pickup points.[47]
- November 2019 - WeRide RoboTaxi began a pilot service with 20 vehicles in Guangzhou and Huangpu over an area of 144.65 $km^2$ (55.85 sq mi)[48][49]
- November 2019 - Pony.ai started a three-month trial in Irvine, California with 10 cars and stops for pickup and drop off.[50]
- April 2020 - Baidu opened its trial of 45 vehicles in Changsha, China to public users for free trips, serving 100 designated spots on a set 135 km (84 mi) network. Services operation from 9:20am to 4:40pm with a safety-driver and a "navigator", allowing space for two passengers in the back.[51]
- June 2020 - DiDi robotaxi service begins operation in Shanghai in an area that covers Shanghai's Automobile Exhibition Center, the local business districts, subway stations and hotels in the downtown area.[52]
- August 2020. Baidu began offering free trips, with app bookings, on its trial in Cangzhou, China which serves 55 designated spots over pre-defined routes.[53]
- December 2020. AutoX (which is backed by Alibaba Group) launched a non-public trial of driverless robotaxis in Shenzhen with 25 vehicles.[54] The service was then opened to the public in January 2021.[55][56]
- February 2021 - Waymo One began limited robotaxi service in a number of suburbs of San Francisco for a selection of its own employees. In August 2021 the public was invited to apply to use service, with places limited. A safety driver is present in each vehicles. The number of vehicles involved has not been disclosed.[57]
- May 2021 - Baidu commences a commercial robotaxi service with ten Apollo Go vehicles in a 3 $km^2$ (1.2 sq mi) area with eight pickup and drop-off stops, in Shougang Park in western Beijing[58]
- July 2021 - Baidu opened a pilot program to the public in Guangzhou with a fleet of 30 sedans serving 60 sq mi (160 $km^2$) in the Huangpu district.[59] 200 designated spots are served between 9:30am and 11pm every day.[60]
- July 2021 - DeepRoute.ai began a free-of-charge trial with 20 vehicles in downtown Shenzhen serving 100 pickup and dropoff locations.[61]
- February 2022 - Cruise opened up its driverless cars in San Francisco to the public.[62]
- February 2023 - Zoox, the self-driving startup owned by Amazon, carried passengers in its robotaxi for the first time in Foster City, California.[63]


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- August 2023 - Waymo and Cruise were authorized by the CPUC to collect fares for driverless rides in San Francisco.
- December 2023, China finalized regulations on commercial robotaxi operation. Roboshuttles or robotrucks are required to maintain in-car drivers. Robotaxis can use remote operators. The robotaxi:remote operator ratio cannot exceed 3:1. Operators must be certified. Accident reporting rules specify required data.[64]
- April 2024, Baidu Apollo, AutoX, Pony.ai, Didi and WeRide each operated in 10 to 25 cities, with fleets hundreds of robotaxis. Baidu Apollo had traveled over 100,000,000 km (62,000,000 mi) without a major accident. [64]
- July 2024 - In Wuhan, Baidu's Apollo Go robotaxis's attempts at commercialisation have received massive attention from the social media. Its low price (Base fares start as low as 4 yuan/55 cents, compared with 18 yuan/2.48 dollar for a taxi driven by a human) was supported by some. Meanwhile, the rapid adoption of the driverless taxis has rattled China' s gig economy workforce.[65] However, their popularity boosted Baidu's shares.[66]
- August 2024 - In most areas of Wuhan, Baidu's Apollo Go robotaxis now operate fully autonomously without any safety personnel on board. The company recorded 899,000 rides in the second quarter of 2024, bringing the total number of rides to 7 million as of July 28, 2024.[67]

## Notable commercial ventures [edit]

### Uber Advanced Technology Group [edit]

Uber began development of self-driving vehicles in early 2015. In September 2016, the company started a trial allowing a select group of users of its ride-hailing service in Pittsburgh to order robotaxis from a fleet of 14 modified Ford Fusions.[68] The test extended to San Francisco with modified Volvo XC90s before being relocated to Tempe, Arizona in February 2017.[69][70]

In March 2017, one of Uber's robotaxis crashed in self-driving mode in Arizona, which led the company to suspend its tests before resuming them a few days later.[71][72] In March 2018, Uber paused self-driving vehicle testing after the death of Elaine Herzberg in Tempe, Arizona, a pedestrian struck by an Uber vehicle while attempting to cross the street, while the onboard engineer was watching videos.[73] Uber settled with the victim's family.[74][73]

In January 2021, Uber sold its self driving division, Advanced Technologies Group (ATG), to Aurora Innovation for $4 billion while also investing $400 million into Aurora for a 26% ownership stake.[75][76]

### Waymo [edit]

In early 2017, Waymo, the Google self-driving car project which became an independent company in 2016, started a large public robotaxi test in Phoenix using 100 and then 500 more Chrysler Pacifica Hybrid minivans provided by Fiat Chrysler Automobiles as part of a partnership between the two companies.[77][78][79] Waymo also signed a deal with Lyft to collaborate on self-driving cars in May 2017.[80] In November 2017, Waymo revealed it had begun to operate some of its automated vehicles in Arizona without a safety driver behind the wheel.[81] And in December 2018, Waymo started self-driving taxi service, dubbed Waymo One, in Arizona for paying customers.[46] By November 2019, the service was operating autonomous vehicles without a safety backup driver.[82][83] The autonomous taxi service was operating in San Francisco as of 2021.[84] In December 2022, the company applied for a permit to operating self-driving taxi rides in California without a human operator present as backup.[85]

A Waymo Jaguar I-Pace as it autonomously drives through San Francisco

### Baidu Apollo [edit]

In September 2019, Baidu's autonomous driving unit Apollo launched Apollo Go robotaxi service, with an initial fleet of 45 autonomous vehicles. Apollo Go has since expanded to more than 10 Chinese cities.[86]

vehicles. Apollo Go has since expanded to more than 10 Chinese cities.[87]

In August 2022, Baidu achieved a landmark victory in the race for autonomous vehicles by securing the first permits in China to deploy fully driverless taxis in the cities of Wuhan and Chongqing.[87]

In May 2024, Baidu unveiled the Apollo ADFM, claimed to be the world's first Level 4 autonomous driving foundation model, along with the sixth-generation Apollo Go robotaxi, which can be produced for under $30,000.[88] The company also said by April 2024, Apollo had accumulated over 100 million kilometers of autonomous driving without major accidents.

In August 2024, Apollo Go has deployed 400 robotaxis operating fully autonomously without any safety personnel on board in Wuhan, offering 24/7 service to 9 million residents.[89] Baidu aims for Apollo Go to achieve operational unit breakeven in Wuhan by the end of 2024.

### GM Cruise [edit]

In January 2020, GM subsidiary Cruise exhibited the Cruise Origin, a Level 4–5 driverless vehicle,[90] intended to be used for a ride hailing service.[91]

In February 2022, Cruise started driverless taxi service in San Francisco.[62][92] Also in February 2022, Cruise petitioned U.S. regulators (NHTSA) for permission to build and deploy a self-driving vehicle without human controls.[93] As of April 2022, the petition is pending.[94]

In April 2022, their partner Honda unveiled its Level 4 mobility service partners to roll out in central Tokyo in the mid-2020s using the Cruise Origin.[95]

Unfortunately, there are signs that autonomously operated Cruise vehicles may interfere with emergency vehicles,[96] and has been culpable of at least one collision with a fire truck.[97]

On 2 October 2023, a Cruise vehicle operating autonomously (without driver supervision) collided with a pedestrian. Instead of stopping immediately, the vehicle misidentified the collision mechanics and presumed it was crashed into from the side. Consequently, the vehicle proceeded to drag the pedestrian under the car for 20 ft (6.1 m) until it came to a stop on the side of the road. As both the response of the vehicle was deemed unacceptable and the company appears to have withheld details of the crash from regulators, California regulators revoked the license to operate these cars. Cruise recalled all of its 950 vehicles in November 2023.[96][98]

These decisions were enacted in parallel with the exposure of safety risks, identified earlier within the Cruise company, regarding proper vehicle behavior around children and around construction sites.[99]

### Tesla [edit]

*See also: Tesla next-generation vehicle*

Tesla's CEO Elon Musk has predicted since 2019 that Tesla would have robotaxis on the road within years.[100] He was expected to announce the plans for Tesla's robotaxi on 8 August 2024,[100] but the event was moved to 10 October 2024.[101] During that event Tesla demonstrated two new vehicles, the two-seater Tesla Cybercab and the 14-seater (plus standing room) Tesla Robovan, which can carry up to 20 passengers. The company also reiterated that all of their other models of cars and pickup trucks would be usable as robotaxis after a software update and regulatory approval, which they expected at the earliest in California and Texas in 2025.

### Other developments [edit]

Many automakers announced their plans in 2015–2018 to develop robotaxis before 2025 and specific partnerships have been signed between automakers, technology providers and service operators, including:

- The startup Zoox announcing in 2015 its ambition to build a robotaxi from scratch.[102]


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- BMW and Fiat Chrysler Automobiles partnering in 2016 with Intel and Mobileye to develop robotaxis by 2021.[103][104]
- Baidu partnering in 2016 with Nvidia to develop autonomous cars and robotaxis.[105]
- Daimler AG teaming up with Bosch in 2017 to develop the software for a robotaxi service by 2025.[106]
- The Renault-Nissan-Mitsubishi Alliance partnering in 2017 with Transdev and DeNA to develop robotaxi services within 10 years.[107][108]
- Honda releasing in 2017 an autonomous concept car, NeuV, that aims at being a personal robotaxi.[109]
- Ford Motor's plan in 2017 to develop a robotaxi by 2021 through partnerships with several startups.[110]
- Ford Motor investing $1 billion in the startup Argo AI in 2017 to develop autonomous cars and robotaxis,[111] the startup was disbanded in 2022 by Ford.[112]
- Lyft and Ford partnering in 2017 to add Ford's self-driving cars to Lyft's ride-hailing network;[113] Google leading a $1 billion investment in 2017 in Lyft which could support Waymo's robotaxi strategy; in 2021, Lyft's self-driving division was sold to Toyota.[114]
- Delphi buying the startup NuTonomy for $400 million in 2017.[115]
- Parsons Corporation announcing in 2017 a partnership with automated mobility operating system company Renovo.auto to deploy and scale AMoD services.[116]
- Didi Chuxing partnering in 2018 with the Renault-Nissan-Mitsubishi Alliance and other automakers to explore the future launch of robotaxi services in China.[117]

## See also [edit]

- Self-driving car

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Passenger tests

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This page was last edited on 30 April 2025, at 06:58 (UTC).

NEWS

# Waymo says it will add 2,000 more robotaxis into 2026


A Waymo robotaxi being assembled at the company's factory in Mesa, Arizona. Image: Waymo

/ The company provides a rare glimpse into its fleet size as it gears up to introduce new vehicle models.

by Andrew J. Hawkins
May 5, 2025, 11:10 AM EDT

2 Comments (2 New)

Andrew J. Hawkins is transportation editor with 10+ years of experience who covers EVs, public transportation, and aviation. His work has appeared in The New York Daily News and City & State.



Waymo said it recently received its last delivery of Jaguar I-Pace SUVs, which will be retrofitted with sensors and autonomous driving technology at its factory in Arizona, before joining its robotaxi fleet.

In a blog post published today, the Alphabet company said it currently has 1,500 Jaguars operating across its four main markets: San Francisco, Los Angeles, Phoenix, and Austin. And it plans on adding 2,000 more vehicles into 2026, for a total fleet size of 3,500. The company recently hit an average of 250,000 paid passenger trips per week.

Waymo typically doesn't like to comment on the size of its fleet, so today's announcement provides a rare glimpse into the number of robotaxis the company currently has in operation. Waymo's plans to scale up comes as the company eyes Atlanta, Miami, and Washington, DC for launch in 2026.

The Jaguar I-Pace has been the company's primary vehicle since Waymo retired its fleet of Chrysler Pacifica minivans in 2023. The company had once projected it would have 20,000 I-Paces operating as robotaxis, but appears to have fallen significantly short of that goal. Waymo is also currently testing and validating two new models, the Hyundai Ioniq 5 and the all-electric Zeekr RT minivan, but has yet to say when they will join the fleet.

Waymo assembles its robotaxis with the help of auto engineering company Magna International at a 239,000 square-foot factory in Mesa, Arizona. The company's final batch of Jaguar I-Paces will be assembled there, which should carry Waymo through to next year. And starting in 2026, Waymo will begin work on its sixth generation "Waymo Driver," which will launch in the Zeekr RT. Zeekr is a subsidiary of Geely, which is one of China's largest automakers.


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The new robotaxi is being designed in Sweden (where Geely owns Swedish carmaker Volvo), adapted from Geely's all-electric five-door Zeekr. Waymo is then importing the vehicles to Arizona, where they will be outfitted with the hardware and software necessary for autonomous driving. The first test vehicles began arriving in the US last year.




In order to adapt to multiple vehicle platforms, Waymo says its Mesa factory will add automated assembly lines and "other efficiencies" over time. And when it's operating at full capacity, the company expects it will be able to churn out "tens of thousands" of robotaxis each year. Waymo added new processes at the end of the assembly line for passenger validation and commission to ensure each vehicle is ready to accept riders as soon as it leaves the factory. Each vehicle drives itself into service after leaving the factory, where it is ready for passenger pickups within 30 minutes, according to Waymo spokesperson Chris Bonelli.

Bolcom.

Waymo's interest in publicizing its plans to grow its fleet size comes as Tesla plans to launch its own robotaxi service in Texas and California later this year. And it aligns with the Alphabet company's recent announcement of a partnership with Toyota to explore the possibilities of selling autonomous vehicles to customers for personal ownership.

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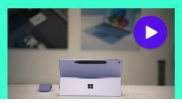

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THE ROBOTAXI DESIGNED AROUND YOU

Comfortable. Spacious. All yours. Zoox is designed around the rider, not a steering wheel. And that changes everything.

not a steering wheel. And that changes everything.

IT'S NOT A CAR, IT'S A...

Workspace

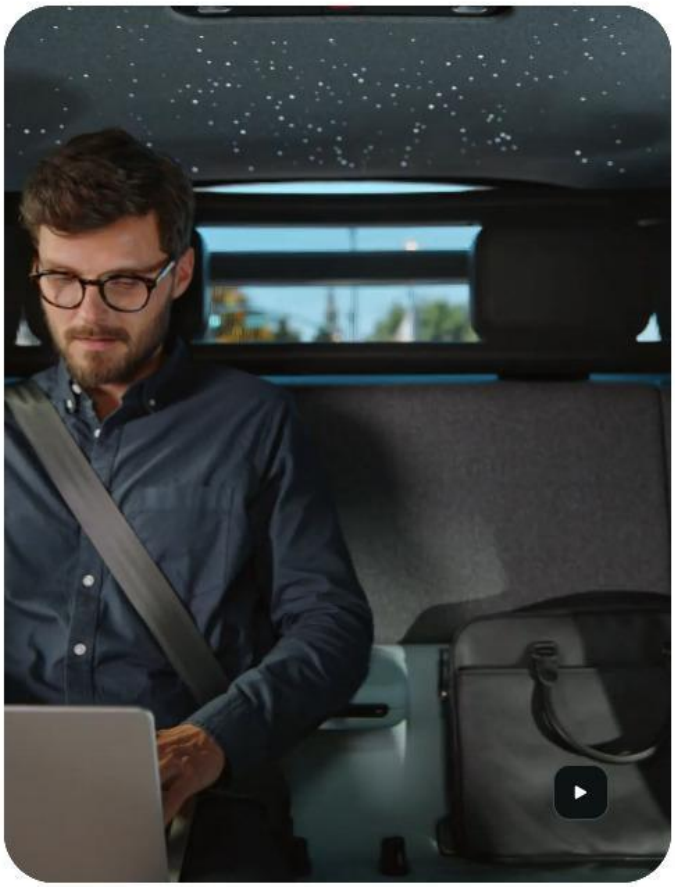
Chill Space

Photo Booth

Date Night

Nightclub

THE ZOOX EXPERIENCE ›

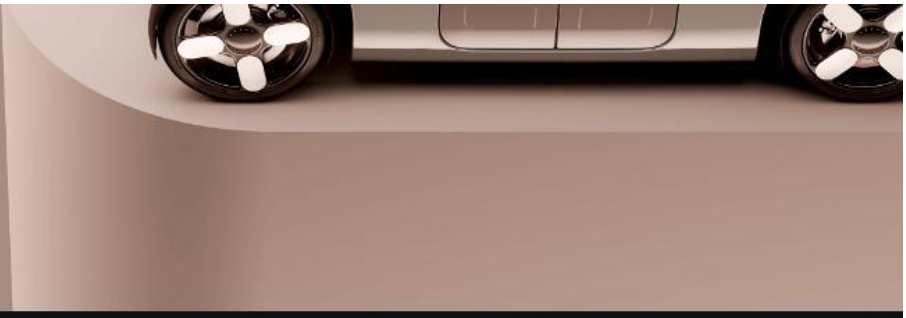


THE FUTURE OF MOBILITY

Zoox combines advanced AI and

precise engineering to deliver a safe and comfortable ride, every time.

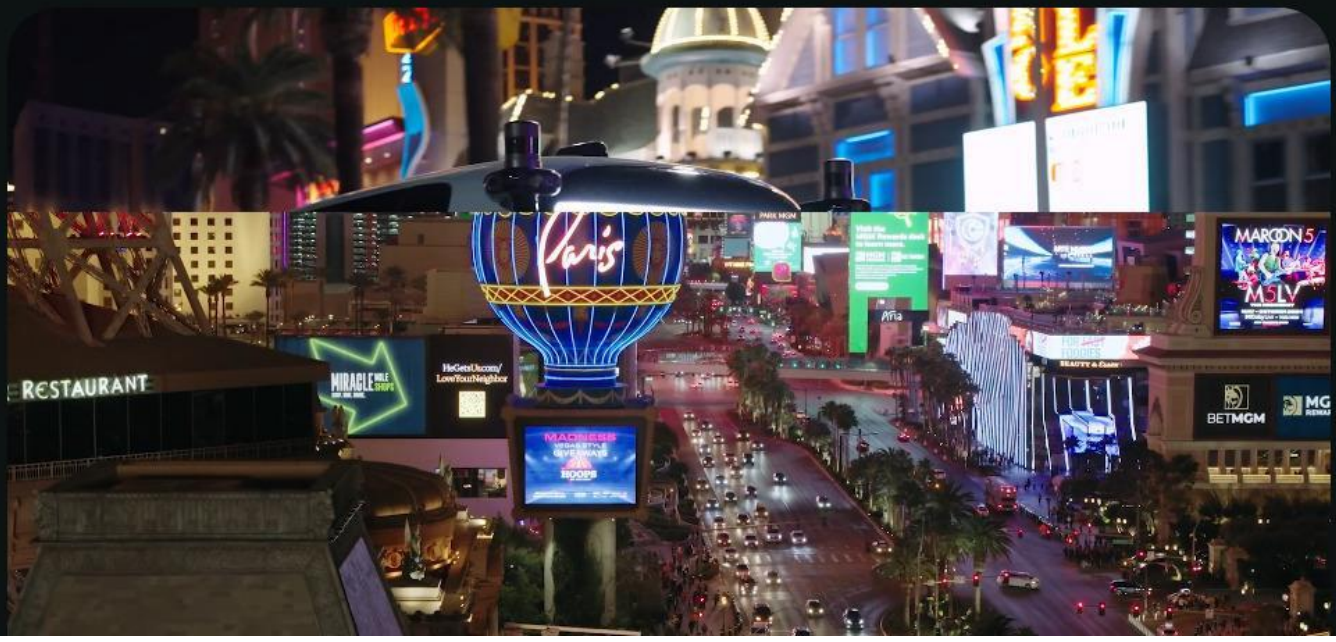
KNOW YOUR RIDE ›



ZOOX IN LAS VEGAS

# Coming soon: our Vegas debut

SEE WHAT WE'VE BEEN UP TO ›



RIDE WITH US

## Be one of the first to experience the future of mobility

We can't wait to welcome you aboard the robotaxi for your first Zoox ride. Learn more about our progress — and big plans.

NOW ARRIVING

After extensive testing in cities around the

country, we're getting ready for riders to experience the robotaxi in Las Vegas.

RIDE A WORLD FIRST, FIRST

## It's a big day for a Zoox — and for riders.

SIGN UP TO BE ONE OF THE FIRST. ›

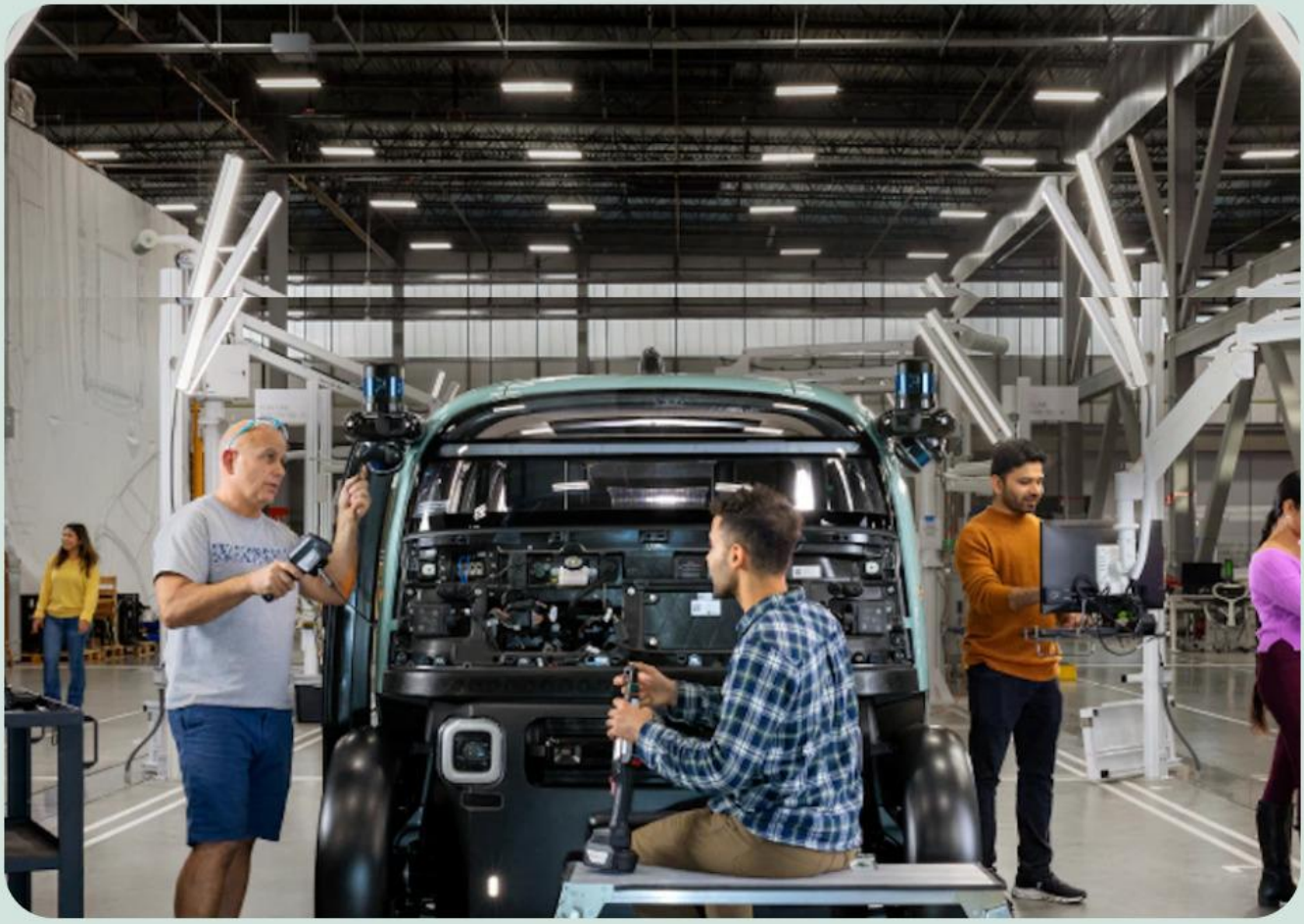
MOVING MOBILITY FORWARD

# Zoox is the future of transportation: safer, cleaner, more efficient — and a lot more fun.


A REVOLUTION FROM THE GROUND UP

Zoox is a new form of transportation that will make our streets safer and less congested.

OUR VISION ›



MEET THE TEAM

Zoox is built by some of the brightest minds in AI, engineering, computer vision, and more.

CAREERS ›

GET UP TO SPEED

# Learn more about Zoox and where we're going next

JOURNAL ›


News

Zoox is coming to Los Angeles

News

Our first Zoox commercial

Safety

System Design and Mission Assurance at Zoox

Leadership

Leadership In Focus: Amanda Prescott, Senior Director, Homologation


News

Zoox is partnering with F1 racing team, Williams Racing

SITE MAP

- How To Ride
- Las Vegas
- Know Your Ride
- Support

GET UP TO SPEED

Sign up for our newsletter to see where we're headed next.

Email Address

Zip Code (Optional)

JOIN THE NEWSLETTER

By submitting, you give Zoox permission to store and process your personal information so we can provide you with the content you've requested. For more information, please see our privacy policy.

WHERE TO RIDE

- Las Vegas
- San Francisco (Coming Soon)
- Austin (Coming Soon)
- Miami (Coming Soon)

PRIVACY POLICY

SUPPLY CHAIN STANDARDS

TERMS OF USE

MANAGE COOKIES ›

SOCIALS

**United States Patent and Trademark Office (USPTO)**

# USPTO OFFICIAL NOTICE

Office Action (Official Letter) has issued
on May 6, 2025 for
**U.S. Trademark Application Serial No. 98795389**

A USPTO examining attorney has reviewed your trademark application and issued an Office action. You must respond to this Office action to avoid your application abandoning. Follow the steps below.

**(1) Read the Office action**. This email is NOT the Office action.

**(2) Respond to the Office action by the deadline** using the Trademark Electronic Application System (TEAS). Your response, or extension request, must be received by the USPTO on or before 11:59 p.m. **Eastern Time** of the last day of the response deadline. Otherwise, your application will be abandoned. See the Office action itself regarding how to respond.

**(3) Direct general questions** about using USPTO electronic forms, the USPTO website, the application process, the status of your application, and whether there are outstanding deadlines to the Trademark Assistance Center (TAC).

After reading the Office action, address any question(s) regarding the specific content to the USPTO examining attorney identified in the Office action.

## GENERAL GUIDANCE

- **Check the status of your application periodically** in the Trademark Status & Document Retrieval (TSDR) database to avoid missing critical deadlines.

- **Update your correspondence email address** to ensure you receive important USPTO notices about your application.

- **Beware of trademark-related scams**. Protect yourself from people and companies that may try to take financial advantage of you. Private companies may call you and pretend to be the USPTO or may send you communications that resemble official USPTO documents to trick you. We will never request your credit card number or social security number over the phone. Verify the correspondence originated from us by using your serial number in our database, TSDR, to confirm that it appears under the "Documents" tab, or contact the Trademark Assistance Center.

- **Hiring a U.S.-licensed attorney.** If you do not have an attorney and are not required to

have one under the trademark rules, we encourage you to hire a U.S.-licensed attorney specializing in trademark law to help guide you through the registration process. The USPTO examining attorney is not your attorney and cannot give you legal advice, but rather works for and represents the USPTO in trademark matters.