

# EXHIBIT E

## Prior Art to US Patent No. 8,036,788

'788 Patent Claim Limitations	Disclosure in the Prior Art <sup>1</sup>
<b>Claim 1</b>	
<p>1. A method for providing status data for vehicle maintenance, comprising:</p>	<p><u>US 4,369,426 to Merkel</u> See, e.g., Abstract.</p> <p><u>US 4,671,111 to Lemelson</u> See, e.g., Abstract; col. 1, ll. 6-10; col. 4, l. 61 – col. 5, l. 12; Figs. 1A-3.</p> <p><u>US 4,675,675 to Corwin et al.</u> See, e.g., Abstract”); col. 1, ll. 3-8; col. 5, ll. 41-62; col. 10, ll. 42-46; Fig. 1; Fig. 4.</p> <p><u>US 4,804,937 to Barbiaux et al.</u> See, e.g., Abstract; col. 1, ll. 6-10; col. 1, ll. 30-37; col. 6, ll. 42-53; Fig. 1.</p> <p><u>US 4,897,642 to DiLullo et al.</u> See, e.g., col. 1, ll. 8-13; col. 1, ll. 63-66; Fig. 1.</p> <p><u>US 4,926,331 to Windle et al.</u> See, e.g., Abstract; Fig. 1; Fig. 32.</p> <p><u>US 5,157,610 to Asano et al.</u> See, e.g., Abstract; col. 1, ll. 8-14.</p> <p><u>US 5,081,667 to Drori et al.</u> See, e.g., Abstract; Fig. 1.</p> <p><u>US 5,223,844 to Mansell et al.</u> See, e.g., Abstract; col. 1, ll. 6-7 Fig. 1; Fig. 4.</p> <p><u>US 5,247,564 to Zicker</u> See, e.g., Abstract; col. 3, ll. 33-37.</p>

<sup>1</sup> Where possible, page, column, and/or line number citations to any foreign language references refer to the translated copies of those particular references produced by Toyota.

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	<p><u>US 5,311,197 to Sorden et al.</u> See, e.g., Abstract; Figs. 1-3.</p> <p><u>US 5,334,974 to Simms et al.</u> See, e.g., Abstract; col. 5, ll. 4-8; see also col. 1, ll. 6-20.</p> <p><u>US 5,394,136 to Lammers et al.</u> See, e.g., Abstract; col. 1, ll. 44-46; Fig. 1.</p> <p><u>US 5,400,018 to Scholl et al.</u> See, e.g., Abstract; col. 1, ll. 6-9.</p> <p><u>US 5,442,553 to Parrillo</u> See, e.g., Abstract; col. 1, ll. 13-17.</p> <p><u>US 5,445,347 to Ng</u> See, e.g., Abstract; col. 2, ll. 28-65; Figs. 1-2.</p> <p><u>US 5,450,321 to Crane</u> See, e.g., Abstract; col. 1, ll. 17-21.</p> <p><u>US 5,475,597 to Buck et al.</u> See, e.g., Abstract; col. 1, ll. 7-11; Figs. 1-2; see also col. 4, ll. 61-64.</p> <p><u>US 5,513,107 to Gormley</u> See, e.g., Abstract; col. 1, ll. 14-16; Figs. 1-2.</p> <p><u>US 5,515,043 to Berard</u> See, e.g., Abstract; col. 1, ll. 8-11; Figs. 1-2; 8-14.</p> <p><u>US 5,531,122 to Chatham et al.</u> See, e.g., col. 15, ll. 21-24.</p> <p><u>US 5,555,286 to Tendler</u> See, e.g., Abstract; col. 2, ll. 20-21; Fig. 1.</p>

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	<p><u>US 5,561,610 to Schricker</u> See, e.g., Figs. 1-10, col. 1, l. 51-col. 2, l. 7. col. 8, ll. 37-46.</p> <p><u>US 5,570,087 to Lemelson</u> See, e.g., Abstract; col. 1, ll. 7-10; col. 1, ll. 15-17; Fig. 1.</p> <p><u>US 5,586,130 to Doyle</u> See, e.g., Abstract; Fig. 1</p> <p><u>US 5,600,558 to Mearek et al.</u> See, e.g., Abstract; col. 1, ll. 5-9.</p> <p><u>US 5,642,284 to Parupalli et al.</u> See, e.g., Abstract; col. 1, ll. 5-9.</p> <p><u>US 5,680,328 to Skorupski et al.</u> See, e.g., Abstract; col. 1, ll. 5-9; Fig. 1.</p> <p><u>US 5,719,771 to Buck et al.</u> See, e.g., Abstract; Fig. 2B.</p> <p><u>US 6,546,363 to Hagenbuch</u> See, e.g., Abstract; col. 1, ll. 10-14; col. 2, ll. 12-15.</p> <p><u>DE 43 21 348 to Eichelbaum</u> See, e.g., Abstract.</p> <p><u>DE 44 21 960 to Lauinger et al.</u> See, e.g., Abstract; col. 1, ll. 3-9; Figs. 1-2.</p> <p><u>JP H01-197145 to Ishihara</u> See, e.g., pp. 1-2.</p> <p><u>JP H05-332888 to Sugino</u> See, e.g., ¶ 1.</p>

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	<p><u>JP H6-20191 to Taniguchi et al.</u> See, e.g., Abstract; ¶ 0020; Figs. 1-2.</p> <p><u>JP S61-89144 to Imashiro</u> See, e.g., p. 1; Figs. 1-4.</p> <p><u>WO 90/03899 to Vollmer et al.</u> See, e.g., Abstract; p. 1, ll. 2-3; Figs. 1-2.</p> <p><u>Aravosis, "Twenty-First Century Truck Electronics – Today's Global Challenge," Proc. Instn. Mech. Engrs. Vol. 203</u> See, e.g., pp. 5-7.</p> <p><u>Bryant, "A Review of Potential for Vehicle On-Board Diagnostic Safety Systems," SAE Technical Paper 921596</u> See, e.g., pp. 97-98.</p> <p><u>Cameron et al., "Intelligent Transportation System Mayday Becomes a Reality," Proceedings of the IEEE 1995 Nat'l Aerospace and Electronics Conference</u> See, e.g., pp. 340-345; Figs. 1-3.</p> <p><u>Fry, "Diesel Locomotive Reliability Improvement by System Monitoring," Proceedings of the Institution of Mech. Engineers, Part F: Journal of Rail and Rapid Transit</u> See, e.g., p. 1; pp. 2-3.</p> <p><u>"Intelligent Vehicle Highway Systems Projects," Dept. of Transportation, US, 1994</u> See, e.g., pp. 141, 142, 152, 154, 159, 162.</p> <p><u>Numazawa, "Automotive Electronics in Passenger Cars," Int'l Congress on Transport Electronics</u> See, e.g., pp. 11-12.</p> <p><u>Reinhall et al., "Development of an Intelligent Air Brake Warning System for Commercial Vehicles," Emerging Concepts and Products for Intelligent Transportation Systems, Progress Report 1, September 1994, IDEA Program, Transp. Research Bd., Nat'l Research Council</u></p>

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