

UNITED STATES PATENT AND TRADEMARK OFFICE

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BEFORE THE PATENT TRIAL AND APPEAL BOARD

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FORD MOTOR COMPANY  
Petitioner,

v.

PAICE LLC & ABELL FOUNDATION, INC.  
Patent Owners.

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Case IPR2015-00790  
Patent 7,237,634

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**PATENT OWNER'S MOTION FOR OBSERVATIONS ON THE  
CROSS EXAMINATION OF DR. GREGORY DAVIS**

## EXHIBITS

<b>Exhibit Number</b>	<b>Exhibit Name</b>
Ex. 2601	Table of Ford's IPR Petitions
Ex. 2602	U.S. Patent No. 8,214,097 File History
Ex. 2603	Appendix A (Jan. 15, 2014)
Ex. 2604	Declaration of Daniel A. Tishman in Support of Patent Owners' Motion for Pro Hac Vice Admission
Ex. 2605	Declaration of Neil Hannemann
Ex. 2606	Neil Hannemann CV
Ex. 2607	Gregory W. Davis, Deposition Tr. (IPR2015-00722, IPR2015-00784, IPR2015-00787, IPR2015-00790, IPR2015-00791, IPR2015-00794, IPR2015-00795) (January 13, 2016)
Ex. 2608	Hybrid Power Unit Development for Fiat Multipla Vehicle," by A. Caraceni, G. Cipolla, and R. Barbiero, SAE Publication 981124 (1998) ("Caraceni")
Ex. 2609	Jeffery L. Stein, Deposition Tr. (IPR2014-00875) (Mar. 3, 2015)
Ex. 2610	Gregory W. Davis, Deposition Tr. (IPR2014-00571, IPR2014-00579) (January 13, 2015)
Ex. 2611	Deposition Transcript of Dr. Gregory W. Davis
Ex. 2612	Annotated Declaration of Neil Hannemann
Ex. 2613	Annotated Declaration of Dr. Gregory W. Davis

1. In exhibit 2611, on page 32, line 11-20 with respect to U.S. Patent No. 5,789,882 (“Ibaraki ’882), Dr. Davis testified that “in Figure 11 [of Ibaraki ’882] the motor does provide all the torque requirements of the vehicle at very low speed” and that the engine is not operating at the low vehicle speeds corresponding to the “horizontal” or flat portion of boundary line B shown in Figure 11 because “one of ordinary skill in the art would understand you can't operate the engine at those very low vehicle speeds.” This testimony is relevant to paragraphs 4-14 of Dr. Davis’s Reply Declaration (Ex. 1713). The testimony is relevant because it contradicts Dr. Davis’s reply declaration testimony that that the flat portion of boundary line B is related to mode switching between the motor drive mode and engine drive mode in Ibaraki ’882.

2. In exhibit 2611, on page 35, line 11-20, Dr. Davis again testified that only the motor can operate at vehicle speeds corresponding to the flat portion of boundary line B shown on Figure 11 of Ibaraki ’882 and confirmed his opinion by highlighting the speed region where only the motor can operate on Figure 11 reproduced at pg. 48 of exhibit 2612. This testimony is relevant to paragraphs 4-14 of Dr. Davis’s Reply Declaration (Ex. 1713). The testimony is relevant because it contradicts Dr. Davis’s reply declaration testimony that that the flat portion of boundary line B is related to mode switching between the motor drive mode and engine drive mode in Ibaraki ’882.

3. In exhibit 2611, on page 51, line 24 to page 52, line 3, Dr. Davis agreed that the second embodiment of Ibaraki '882 discloses a plurality of forward drive positions each having different speed ratios. This testimony is relevant to page 45, line 3-15 of the same exhibit. The testimony is relevant because it contradicts Dr. Davis's earlier testimony that Ibaraki '882 does not provide a separate data map (as shown in Figure 11) for each speed (or gear) ratio even though Dr. Davis agreed that Ibaraki '882 provides a separate data map for each drive position.

4. In exhibit 2611, on page 62, line 2-8, Dr. Davis acknowledged that Ibaraki '882 never identifies boundary line C of Figure 11 as the upper bound of engine MTO in any gear. This testimony is relevant to paragraphs 32-34 of Dr. Davis's Reply Declaration (Ex. 1713). The testimony is relevant because it calls into question Dr. Davis's opinion that boundary line C of Figure 11 as the upper bound of engine MTO in any gear.

5. In exhibit 2611, on page 39, line 10-21, Dr. Davis testified that in his opinion boundary line C of Figure 11 is the engine's maximum torque output modified by the gears of the transmission. This testimony is relevant to paragraph 34 of Dr. Davis's Reply Declaration (Ex. 1713). The testimony is relevant because it calls into question Dr. Davis's opinion that boundary line C of Figure 11 is at or below the engine's MTO.

6. In exhibit 2611, on page 63, line 10-23 and page 70, line 3-7, Dr. Davis testified that it was his opinion that the curve labeled “Ideal Tractive Force Hyperbola” of the Bosch Handbook corresponds to boundary line C of Figure 11 of Ibaraki ’882 and that a separate curve (labeled “Direct Drive”) represents the engine’s MTO that is not multiplied by a particular gear ratio. This testimony is relevant to paragraph 34 of Dr. Davis’s Reply Declaration (Ex. 1713). The testimony is relevant because it calls into question Dr. Davis’s opinion that boundary line C of Figure 11 is at or below the engine’s MTO.

7. In exhibit 2611, on page 64, line 19-24 and page 69, line 11 to page 70, line 7, Dr. Davis identified the “Ideal Tractive Force Hyperbola” of the Bosch Handbook in blue and the curve labeled “Direct Drive” representing the engine’s MTO (not multiplied by a particular gear ratio) in pink at page 20 of Ex. 2613. This testimony is relevant to paragraph 34 of Dr. Davis’s Reply Declaration (Ex. 1713). The testimony is relevant because it calls into question Dr. Davis’s opinion that boundary line C of Figure 11 is at or below the engine’s MTO.

8. In exhibit 2611, on page 81, line 7-25, Dr. Davis testified that it was his opinion that Ibaraki ’882’s Figure 5 and Figure 11 disclose alternative embodiments for making mode selection decisions. This testimony is relevant to page 47, line 1-16; page 52, line 18 to page 53, line 2; page 55, line 20 to page 56, line 6; and page 56, line 23 to page 57, line 3 of Dr. Davis’s previous deposition

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