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UNITED STATE PATENT AND TRADEMARK OFFICE
BEFORE THE PATENT TRIAL AND APPEAL BOARD

BAYERISCHE MOTOREN WERKE)	
AKTIENGESELLSCHAFT and)	
BMW OF NORTH AMERICA,)	
LLC,)	
Petitioners,)	Case
vs.)	IPR2020-00994
PAICE LLC and THE ABELL)	
FOUNDATION, INC.,)	
Patent Owners.)	Patent 7,104,347

The Virtual Deposition of
GREGORY W. DAVIS, Ph. D.
Date: June 16, 2021

The virtual deposition of GREGORY W. DAVIS,
Ph. D., called by the Patent Owners for examination,
pursuant to the applicable rules, taken
stenographically by Sandra L. Rocca, CSR, RMR, RDR,
CRR, on the 16th of June, 2021, at the hour of
9:01 a.m.
Certification No. 084-003435



1 APPEARANCES: (All parties appeared remotely)

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I N D E X

WITNESS	PAGE
GREGORY W. DAVIS, Ph. D.	
EXAMINED BY	
Mr. Livedalen	4
Mr. Galluzzo	53

* * * * *

E X H I B I T S

NUMBER		MARKED FOR ID
DAVIS		
Exhibit 1	"Issue in Cold Start Emission Control for Automotive IC Engines" Sun, 1998	28
BMW 1001	U. S. Patent 7, 104, 347	14
BMW 1008	G. Davis Declaration	51
BMW 1013	U. S. Patent 5, 343, 970 Severinsky	4
BMW 1022	U. S. Patent 5, 650, 931 Nii	18
BMW 1097	SAE Paper, "Developments in Automated Clutch Management Systems" Nordg□rd	22
BMW 1088	G. Davis Reply Declaration	31

* * * * *

1 (Witness sworn.)

09:01:02 2 MR. LIVEDALEN: We should make appearances I
09:01:03 3 guess for the record. For Patent Owners this is
09:01:06 4 Brian Livedalen from Fish & Richardson.

09:01:10 5 MR. GALLUZZO: For Petitioners this is Vince
09:01:14 6 Galluzzo from Crowell & Moring.

09:01:14 7 GREGORY W. DAVIS, Ph.D.,
09:01:14 8 having been first duly sworn, was examined and
09:01:14 9 testified as follows:

09:01:17 10 EXAMINATION

09:01:17 11 BY MR. LIVEDALEN:

09:01:18 12 Q Good morning, Dr. Davis.

09:01:19 13 A Good morning.

09:01:20 14 Q I'm going to hand you an exhibit we'll start
09:01:27 15 off today with. We'll send it to you through the
09:01:37 16 chat box like we did last time if that works.

09:01:39 17 A All right.

09:01:39 18 (Document marked previously as BMW
09:01:40 19 Exhibit 1013 was presented.)

09:01:40 20 Q Let me know when you receive it. This is
09:01:47 21 BMW 1013.

09:02:00 22 A All right. And you know, I have a copy of
09:02:02 23 that as well, a hard copy.

09:02:05 24 Q Okay. If you want to use the hard copy,
09:02:08 25 that's fine. I assume it's a clean version?

09:02:10 1 A Yes.

09:02:10 2 Q Okay. So what is BMW 1013?

09:02:18 3 A It's the Severinsky '970 patent.

09:02:21 4 Q Okay. And can you turn to column 18,

09:02:28 5 please. Let me know when you're there.

09:02:50 6 A Okay, I'm here.

09:02:51 7 Q And if you look at column 18, lines 34

09:02:55 8 through 42, do you see that section?

09:03:01 9 A Yes, I do.

09:03:10 10 Q Okay. And if you actually look at I guess

09:03:15 11 line 36 it says, The vehicle will operate in a

09:03:18 12 highway mode with the engine running constantly

09:03:21 13 after the vehicle reaches a speed of 30 to 35 miles

09:03:27 14 per hour. Do you see that sentence?

09:03:28 15 A Yes, I do.

09:03:29 16 Q Is it your opinion that that 30 to 35 miles

09:03:40 17 per hour is a threshold for turning the engine on?

09:03:47 18 A Well, I believe I discuss that in my reply

09:03:53 19 declaration, but what 30 to 35 miles per hour

09:03:57 20 represents, the road load requirement that would be

09:04:01 21 typically experienced by the vehicle going in those

09:04:05 22 range of speeds.

09:04:07 23 Q But is it for turning the engine on or for

09:04:11 24 turning the engine off?

09:04:12 25 A So the 30 to 35 represents road load which I

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