UNITED STATES PATENT AND TRADEMARK OFFICE

BEFORE THE PATENT TRIAL AND APPEAL BOARD

TESLA, INC.

Petitioner,

v.

iQAR INC.,

Case IPR2024-00545

U.S. Patent No. 8,972,161 B2

Deposition of CRAIG HOFF, PH.D.,

Conducted Remotely

Thursday, February 6, 2025

9:58 a.m.

Reported by: Matthew Goldstein, RMR, CRR

DIGITAL EVIDENCE GROUP

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Deposition of CRAIG HOFF, PH.D., conducted remotely:

Pursuant to Notice, before Matthew Goldstein, RMR, CRR, Notary Public in and for the State of Maryland.

A P P E A R A N C E S

ON BEHALF OF THE PETITIONER:

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C O N T E N T S

EXAMINATION OF CRAIG HOFF, PH.D. PAGE

By MR. JHURANI 5

E X H I B I T S

(Retained by Counsel)

DEPOSITION EXHIBIT PAGE

Exhibit 1001 United States Patent No. 8,972,161 B1, Previously Marked 8

Exhibit 1005 United States Patent Application Publication 2004/0068359, Neiss, Previously Marked 8

Exhibit 1006 United States Patent 6,161,072, Clapper, Previously Marked 8

Exhibit 1009 United States Patent 6,005,494, Schramm, Previously Marked 9

Exhibit 2003 Declaration of Craig J. Hoff, Previously Marked 8

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PROCEEDINGS

Whereupon,

CRAIG HOFF, PH.D.,

being first duly sworn or affirmed to testify to the truth, the whole truth, and nothing but the truth, was examined and testified as follows:

EXAMINATION BY COUNSEL FOR THE PETITIONER

BY MR. JHURANI:

Q. Good morning, sir. This is Karan Jhurani with Fish & Richardson, appearing on behalf of petitioner, Tesla.

Sir, could you please state your name for the record?

A. Craig Jed Hoff.

Q. Okay. So I'm going to go over some ground rules for today's deposition.

Have you been deposed previously?

A. Yes.

Q. Okay. All right.

So you understand that you're testifying under oath today; correct?

A. I do.

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Q. All right. And you understand that in today's deposition I'm going to ask you a series of questions?

A. Yes, I do.

Q. All right. If you don't understand a question, sir, will you let me know that you don't understand the question?

A. I will, yeah.

Q. Okay. But if you answer a question, is it fair for me to accept that you understood the question as posed?

A. That would be fair.

Q. You understand that you're to give truthful, complete, and accurate testimony today; correct?

A. I do.

Q. All right.

A. Correct.

Q. And is there any reason, medical or otherwise, that you can't do that today?

A. There are no reasons, no.

Q. Sir, did you prepare for today's deposition?

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A. I did.

Q. What did you do to prepare?

A. I read through -- I reread my declaration. I read through the four patents. So that would be the '161, the Neiss, or Neiss, however that's pronounced. I read through Schramm, and Clapper. And then I met with my -- the attorney yesterday to review.

Q. And which attorney did you meet with?

A. I met with Patrick Herman.

Q. All right. About how long was your meeting?

A. About an hour.

Q. Okay. Was there anyone else present during that discussion?

A. No, there was not.

Q. And did you discuss your deposition or your participation in this deposition with anyone else other than counsel?

A. I mentioned it to my wife that this was happening, but I have not talked about the

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contents of it.

Q. All right. Just for housekeeping purposes, what I'll do, sir, is I'm going to put -- oh, I apologize, I pressed the wrong button. I was going to put into the chat some of the exhibits that we will use for today's deposition. Let me just put that in, and then we can take them as we need them.

Okay. That should be in the chat, but let me know if it didn't come through.

What I've put in is Exhibit 2003, which is the Hoff declaration; Tesla 1001, which is the '161 patent; Tesla 1005, which is the Neiss reference; Tesla 1006, which is Clapper; and Tesla 1009, which is Schramm.

A. Okay. Give me a minute to get these downloaded.

Q. All right.

(Exhibit 2003, Previously Marked.)

(Exhibit 1001, Previously Marked.)

(Exhibit 1005, Previously Marked.)

(Exhibit 1006, Previously Marked.)

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(Exhibit 1009, Previously Marked.)
THE WITNESS: Okay. Hang on, let me just -- what did I just do here. One second. There's -- oh, there it is finally.
Okay. Two down.
I've got Clapper, Schramm, Neiss, Koebler. And then I'm missing my declaration. Hang on. Is it just slow? Of the five that you just sent, which one was the declaration?
BY MR. JHURANI:
Q. The file name begins with EX2003.
A. Ah, there it is. So somehow that one didn't get -- there it is. Okay. Patience. I have it.
Okay. I have all five documents.
Q. All right, sir. So we'll be talking about these. We'll take them one at a time, of course.
Do you have any local copies that you were planning to use for today's deposition, or would you be using --
A. Yeah, I had clean copies of these five

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items, but we'll use the ones you just sent.
Q. When you say "clean copies," so no markings on those documents?
A. No markings.
Q. Okay. It's either -- it's fine with me, whichever one you want to use. Of course, if you find yourself looking at a document other than the one for which I'm posing a question, just let me know what you're looking at so I can follow along.
A. Yeah, I have -- everything is off of my computer desktop, except for the five that you sent.
Q. Got it. Okay.
All right. Well, I'll leave it to your discretion which one you want to use.
So let's bring up what will be Depo Exhibit 1, which will be declaration of Craig Hoff. So that's EX2003 and the file name that I put in the chat.
A. And I have that up, yes.
Q. Okay. All right. Sir, this is the declaration. If you turn to the first page, do

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you see the title, "Declaration of Craig J. Hoff" listed there?
A. I do.
Q. And do you see the patent number, 8,972,161, listed on that front page, as well?
A. I do.
Q. If I refer to this patent as "the '161 patent," will you understand that reference?
A. Yes.
Q. Okay. And this declaration is what you prepared and submitted in connection with the IPR proceeding involving in the '161 patent; correct?
A. That is correct.
Q. Okay. All right.
Sir, let's turn to paragraph 127 of your declaration. And let me know when you're there.
A. Yeah, I'm at 27.
Q. Okay. Feel free to read it, and let me know when done.
A. Okay, I'm done.
Q. I believe here you're offering how a POSITA would ordinarily understand the term

Page 12

"route."
Do you see that?
A. Yes.
Q. You'll agree that a route can be a road or a path from one place to another; right?
A. Correct.
Q. Then let's move down to paragraph 131.
A. 131. Give me a minute. Okay.
Q. All right. So here I think you've shown Figure 1B of the '161 patent; right?
A. Yes, 1B; correct.
Q. Okay. And what is this figure showing?
A. Well, this is one figure of a pair of figures from the '161 patent, trying to illustrate how the '161 method varies from prior art.
Q. And there are two points shown on this figure, point A and point B.
Do you see that?
A. I do.
Q. And it appears that there's a path between point A to point B over which the vehicle is traversing; right?

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A. Right.
Q. Okay. So is this figure conveying, then, a route between two points, point A and point B?
A. Yes, it's showing a simple example of a route between two points.
Q. Okay. Point B in Figure 1B, that can be a final destination to which the vehicle is traveling; correct?
A. It could be that point, yes.
Q. But point B does not have to be the final destination, right, for this to be considered a route?
A. The '161 talks about being possible intermediate points. So B could be an intermediate destination.
Q. Got it.
And an intermediate destination could be something that is along the way to a final destination; right?
MR. HERMAN: Objection; form.
THE WITNESS: I mean, it is simply a

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secondary destination that you might go to on the way to another point, final destination.
BY MR. JHURANI:
Q. All right. Thank you.
Let's go to your paragraph 132.
A. Okay.
Q. You've provided what looks like an annotated version of Figure 3A in this paragraph.
Do you see that?
A. Correct. It's an annotated version of the figure from the '161.
Q. Got it.
What are you conveying with the yellow annotation?
A. It is a possible route that a vehicle could take from the start point, which is labeled "start," through points A, G, J, C, then the final destination at E.
Q. So this is -- this annotation is showing a particular route from start to the final destination E as one example?
A. As one example, yes, that's what it is.

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Q. And what are points A, G, J, and C?
A. Those are -- the idea is the total route from start to E gets broken up into segments. So this figure showing a segment from start to A, another segment from A to G, and so on until you get to point E.
Q. And so A -- so -- okay. So start to A is one segment, for example?
A. Start to A is one segment.
Q. A to G would be another segment and so on until you get to E?
A. Correct.
Q. Okay. And are points A, G, C, J, are those the intermediate points or destinations?
A. I may not -- I would not call them necessarily a destination. You simply segment the route. You don't have to stop at any of those locations.
Q. So point A, G, C, and J, would not be segment destinations?
A. I would not call them destinations. They are just the end points of a segment. They

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could be an intermediate destination, but in general, no, I do not think of them that way.
Q. You said "they could be an intermediate destination." In what sense would they be an intermediate destination?
A. If point G was a gas station and you wanted to fill up with gas on the way to point E, you might stop at G. But it could easily just be that G is the point where you turned, and it's not a destination, it's just a point at which you turned. It's the end of one segment and the start of a new segment.
Q. And so an end of a segment, in your view, is not necessarily a segment destination?
MR. HERMAN: Objection; form.
THE WITNESS: Yes, in that ends of segments may or may not be a destination, an intermediate destination. They are just ends of segments, in general.
BY MR. JHURANI:
Q. Understood.
So if, in the example, G is an

Page 17

intermediate destination, that could be a -- that could happen; right? G -- a point G could be an intermediate destination along the way to the final destination; right?

A. Right, G could be an intermediate destination.

Q. Okay. So even if the final destination is E, there could be a route that's just from the start to that intermediate destination on the way to that final destination; right?

A. I missed something you were trying to say. Say that again, please.

Q. Sure.

So even if the final destination is E, a route could still be just from the start to an intermediate destination along the way to that final destination; right?

A. I am missing the point of your question.

Q. I'm just asking the question.

A. Okay. So point G could potentially be an intermediate destination on the route.

Q. Correct. Okay. I'm with you so far.

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Point G is also along the way to the final destination E, correct, in your example?

A. For this example route.

Q. Okay. So a route could just be from start to point G, even though the final destination is up to point E; right?

A. Right. Well, the -- yes, you could have a route to just E.

Q. Okay. All right.

Let's turn to paragraph 56 of your declaration.

A. Of the claims?

Q. That's right.

So I believe here and on the pages that follow, you've reproduced the claim language for all the claims of the '161 patent; right?

A. Correct. That's paragraph 56, right, it introduces the claims.

Q. Yeah.

Looking at Claim 1, feel free to read it, and let me know when you're ready to chat about it.

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A. Okay. I've read them multiple times. So...

Q. All right. So the first limitation, the receiving limitation reads, receiving a route at a computer of said vehicle.

Do you see that?

A. I see that.

Q. The second limitation reads, segmenting said route into a plurality of segment destinations.

Do you see that?

A. Correct.

Q. So based on the claim limitations I've read, the receiving of the route -- or strike that.

So according to the claim then, the route must be received at the vehicle's computer; right?

A. Correct.

Q. Must a segmenting of the route also be done by the vehicle's computer?

A. Yes. That is as described in the

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specifications.

Q. Right. I'm talking about the claims, sir.

So is it your view that the claim requires that the segmenting of the route be done by the computer of the vehicle?

A. That is not written into the claim.

Q. Okay. So the claim does not require that the vehicle's computer be doing the claimed segmenting; right?

MR. HERMAN: Objection; form.

THE WITNESS: As I understand what you just said, the claim does not explicitly include the statement that it has to be done by the computer.

BY MR. JHURANI:

Q. Is it your view that the claim, even though it does not explicitly say it, still requires the segmenting to be done by the computer of the vehicle?

A. In view of the specifications of the patent, that's the only interpretation that makes

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sense to me.
Q. And so, again, sir, I'm purely asking about the claim. Is it your --
A. Again, the wording is not in the claim.
Q. So looking at the wording -- and -- well, let's back up.
Is your view that in some instances, the segmenting could be done by the computer of the vehicle?
A. My interpretation is it has to be done by the computer.
Q. Okay.
A. So in that sense, at least some are done.
Q. You said "at least some are done." What are you referring to?
A. Well, I think "some" means 100 percent, but I can't think of a case where -- I cannot understand how that would be taken any other way.
Q. Okay. So even -- so just so I understand your opinion, sir, even though the claim does not recite the computer in the

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segmenting limitation, it is your view that the segmenting must be done by the computer of the vehicle?
A. That is my view.
MR. HERMAN: Objection; form.
BY MR. JHURANI:
Q. Okay. Thank you, sir.
We can go to -- one second, let me get myself organized.
Let's turn to paragraph 147 of your declaration, sir.
A. 140 -- what number?
Q. 147.
A. 147.
Okay. 147.
Q. Here, I think you're referring to the prediction horizon from Neiss, and you have some citations to portions of Neiss, as well.
Do you see that?
A. I see that.
Q. Okay. So as -- what is your understanding of the prediction horizon?

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A. The prediction horizon is a region around the vehicle, directly in front of the vehicle, for a predetermined distance to the front of the vehicle.
Q. So it's a -- so the prediction horizon is a predetermined distance ahead of the vehicle's current position?
A. That is a correct statement.
Q. Okay. And so if the prediction horizon is 1 mile -- or if that -- excuse me, strike that.
If the predetermined distance is 1 mile, the prediction horizon would be 1 mile from where the vehicle is currently ahead of the vehicle?
A. Yeah, the -- Neiss' device could be operated 1 mile in front of the vehicle, right. The prediction horizon could be set to be 1 mile in front of the vehicle.
Q. Okay. So then if I'm understanding it, the prediction horizon would be the upcoming road from the current position to a position that is that predetermined distance ahead of the vehicle, right, which could be 1 mile or something else?

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A. Yeah, it could be 1 mile or something else, right.
MR. HERMAN: Objection; form.
BY MR. JHURANI:
Q. Let's turn to paragraph 123 of your declaration.
And if it helps, maybe just read 123 and 124. And let's talk about it after you're done.
(Witness peruses the exhibit.)
THE WITNESS: Okay. I've read 123 and 124.
BY MR. JHURANI:
Q. All right. So starting with 123, I believe you're citing Neiss' disclosure of the prediction horizon being separated into frames and integration steps.
Do you see that?
A. I see that.
Q. And then in paragraph 124, you state, In my opinion, this does not imply that a known portion of the road over which the vehicle is traveling is fed into Neiss' system.

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Do you see that?
A. Yes, I see that.
Q. When you say this in paragraph 124, are you referring to Neiss' disclosure from paragraph 123, or what are you referring to?
A. Okay. I'm referring to the prediction horizon, and I'm saying that the prediction horizon -- hang on, let me read this carefully.
Right. I mean -- okay. So the driver does not input anything into the Neiss system. The Neiss system looks for its predicted horizon in front of the vehicle, but that's not corresponding to segmenting the route that the vehicle is going to take.
Q. When you say "the driver does not input anything into the Neiss system," what are you referring to?
A. Well, '161 requires having a destination and that destination establishes a route and that route then establishes the segments. This is just saying, I'm looking in your example 1 mile in front of the vehicle. I say 1 mile in front of

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the vehicle is not specifying a route.
Q. So I guess just so I'm clearly understanding this, when you say "the driver does not input anything into the Neiss system," I think -- are you saying that -- strike that.
When you say the driver is not inputting anything into the Neiss system, is that suggesting that the driver is not inputting the destination --
A. I'm saying Neiss -- the Neiss system never has a destination, however, that is determined. And so without a destination you can't have a route. Without a route, you can't segment a route.
Q. So when you say -- and coming back to 124 paragraph in your declaration, a known portion of the road, what are you referring to?
A. So Neiss' system doesn't know where the vehicle is going to go.
It does not imply that a known portion of the road over which a vehicle is traveling -- what I'm trying to say is I'm just trying to make

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clear that Neiss just looks at that predetermined distance in front of the vehicle.
Q. So I understand that, sir. I am not sure I understand what you mean by "known portion of the road."
What is that -- is that referring to the route? What --
A. That's probably -- "route" might have been a better word to use there. It does not know -- I'm essentially saying that the route is not input into Neiss. Neiss does not understand the route.
Q. So Neiss does not understand or know the route, which is why the prediction horizon is not a route; is that right?
MR. HERMAN: Objection; form.
THE WITNESS: Yes, I'm saying Neiss' prediction horizon is not a route. It is simply a distance in front of the vehicle. It knows what could happen. It doesn't know what will happen.
BY MR. JHURANI:
Q. I'm sorry, sir, I don't follow. What do

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you mean by --
A. Okay. Well, what I'm thinking of, if I look a mile down the road, the Neiss system will calculate a mile down the road. If a half a mile down the road I make a turn, the region in the prediction horizon is no longer on that route.
Q. Okay. And so -- I understand. Thank you.
On 124 then, the route has to be known, or maybe a destination has to be known? Is that what the "known" is referring to there?
A. Using the word "route" there rather than "road" is -- I think, would clarify that statement.
Q. Okay. A known portion of the route over which a vehicle is traveling is how you would rephrase that?
Is that what you're saying?
A. Yes. Yes.
Q. Okay. So then known portion, what would that -- like, what do you -- I guess, just to be clear, I'm just not following what "known" means

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in this context. Known in what sense? Or let me add --

A. Okay.

Q. Oh, go ahead, and then we can talk.

A. No, I think had I used the word "route" there, it would clarify some of the confusion here. Neiss would potentially know what the road in front of the vehicle looks like. So I see why you might be confused by that. But Neiss doesn't know what the route is, and so what Neiss is looking at is not part of the route. And '161 starts with knowing what the route is.

Q. And how do you know what a route is? How would a system know what a route is?

A. The starting point of '161 is you start with determining a destination. Hang on, let me -- I want to pull up '161.

Okay. And, again, it's in the specifications for '161. But it starts with having a destination, and from that destination a route is determined, that's 1A. And then from there it segments the route, which is 1B.

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Q. I understand. So is the route -- strike that.

So in Neiss' system, it's your view that the vehicle does not know the route or the destination; is that right?

A. Yes. Neiss does not know the destination, and without a destination, it does not know the route.

Q. Let's turn to paragraph 185 of your declaration.

A. Okay.

Q. You make a couple of references here to route-wide calculations and route calculations.

Do you see that?

A. Route-wide calculation, and what was the other?

Q. Route calculations. I think they might be referring to the same thing.

A. Okay. Yeah, I see that.

Q. When -- well, just to be clear, is there any distinction between route-wide calculations and route calculations, as you've used those terms in paragraph 185?

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A. Not really.

Q. What do you mean, sir? What does "not really" mean?

A. Okay. Okay. So the references to doing the calculation for the entire route.

Q. Both -- when you say "route" --

A. Both are implying the same thing, yes.

Q. When you're talking about route calculations, what are you referring to?

A. What I'm responding to here is the assertion in the petition that Neiss could -- a POSITA would think to apply Neiss to the entire route. And I am saying that it would make no sense, given the teachings in Neiss, that that would be done that way.

Q. Understood.

What are the calculations, though, that you're referring to specifically?

A. In the specifications for Neiss, they go through a long analysis and how calculations would be done. And then they talk about a technique

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known as optimization and how the optimization technique would be applied to the problem.

Q. And what would be the outputs of those optimizations and calculations?

A. That would be, according to Neiss, the control -- the vehicle speed and the control commands that would achieve the speed for each segment of the prediction horizon.

Q. Okay. So the route calculations that you're referring to here would be calculations of those control parameters across the entire route; is that right?

A. Well, so as applied -- as described in Neiss, it was to apply it to the prediction horizon. It was suggested in the petition that this could be applied to the entire route, but that would run counter to other teachings in the Neiss specification.

Q. And in your view, those other teachings in Neiss are only applying the calculations of things like the control parameters to the prediction horizon; right?

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A. The specifications indicate that the prediction horizon is limited to a certain distance because it would be an overwhelming computer burden to do the entire route, as one example.

Q. So if I'm understanding that right, the control parameter calculations would be only performed on the prediction horizon, but not all at once for the entire route.

Is that what you're saying?

A. That's what I'm saying.

Q. Neiss uses a data structure known as a ring buffer.

Do you recall that?

A. Yes.

Q. What's --

A. It uses a ring buffer.

Q. Right.

What's your understanding of a ring buffer?

A. A ring buffer is just a way to describe a section of memory that gets reused as the

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process progresses.

Q. And so how is it used in Neiss -- or used and reused in Neiss?

A. Okay. So the data for the prediction horizon is stored in a section of memory, which is the ring buffer. And as the vehicle drives the route, past sections of memory are replaced with new calculations for when the cycle repeats.

Q. And so this would -- for each prediction horizon, it would -- the ring buffer would hold data about the road, as well as the optimized calculations of speed, et cetera; is that right?

A. That's --

MR. HERMAN: Objection; form.

THE WITNESS: That does describe what the ring buffer is holding, per the specifications.

BY MR. JHURANI:

Q. Sir, if you could bring up the Schramm reference. We can put aside Neiss for now.

A. Okay. I have Schramm.

Q. Let's turn to -- let's turn to Column 5 of Schramm.

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A. Column 5.

Q. Yeah. And perhaps we can start with the second line, commencing at block 50, the logic receives the destination point B.

Do you see that sentence?

A. I do.

Q. And a little bit lower, around line 7, Schramm says, moving to block 52, the logic likewise receives the origination start point A.

Do you see that?

A. I see that.

Q. Okay. And then tracking down -- well, let me pause.

So there's a path or route going from origination point to a destination point B in Schramm; correct?

A. There is, yes.

Q. Okay. Now, at line 14 onwards in Column 5, it says, The logic receives a desired average speed at which the operator intends to drive vehicle to the destination point B.

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Do you see that?

A. I see that.

Q. So the operator presumably is inputting the speed into Schramm's system; right?

A. That's how I read it, yes.

Q. And that speed would be the speed to drive from origination point to the destination point B; correct?

A. It is the set speed for that route.

Q. And that set speed here is the average speed; right?

A. Average speed, correct.

Q. What's your understanding of what "average speed" means?

A. It's the distance between the two points, and the time you want to achieve that in would establish the average speed for that route.

Q. So let's assume, I don't know, a route with four segments. Does that -- can you work with me on this example?

A. Understood. Four segments, a route with four segments.

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Q. If the vehicle drives at 50 miles per hour for each segment of the route -- well, let's start with that.

Let's start with an example where the vehicle drives at 50 miles per hour for each segment of the route. Okay?

A. Okay.

Q. What would the average speed of that route be?

A. Four segments driven at 50 miles per hour, each segment would be an average of 50.

Q. And across the whole route, what would the average speed be?

A. It would 50.

Q. Fifty.

A. Yeah.

Q. And let's say the vehicle drives at 50 miles per hour for two segments and 40 miles per hour for two other segments.

What would the average speed be for driving that route then?

A. Two segments at 50 and two at 40 would

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average to 45.

Q. Okay. So in the context of an average speed, it could represent a speed that's constantly driven for a whole route or a speed that varies across the route; right?

MR. HERMAN: Objection; form.

THE WITNESS: It simply specifies an average speed which could be achieved in different ways.

BY MR. JHURANI:

Q. And those different ways could be either driving at a constant speed or driving at different speeds; right?

MR. HERMAN: Objection; form.

THE WITNESS: Restate your question, please.

BY MR. JHURANI:

Q. Sure.

I believe you testified that average speed could be achieved in different ways. And my question was: Could those different ways be by driving at a constant speed throughout the route and driving at different speeds throughout the route?

A. It could be achieved, yes, as you described.

Q. Okay.

MR. JHURANI: All right. I have no further questions.

MR. HERMAN: I don't have any questions either.

MR. JHURANI: All right. Well, Dr. Hoff, I'd hate to give you back six hours of your day and --

THE WITNESS: Yeah. Well, no, I'll certainly put it to use.

MR. JHURANI: All right. Well, thanks, everyone.

Well, let me pause. If the court reporter has any questions for us before we hop off the record.

THE COURT REPORTER: No, sir, I'm all set.

MR. JHURANI: Okay. All right. Well,

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thanks, everyone, for the time.

And I appreciate your being available, Dr. Hoff, and, Patrick, of course.

MR. HERMAN: Thank you. Good to see everyone.

(Off the record at 10:53 a.m.)

STATE OF MARYLAND)
ss:
COUNTY OF MONTGOMERY)

I, Matthew Goldstein, Notary Public within and for the State of Maryland, do hereby certify:

That I reported the proceedings in the within entitled matter, and that the within transcript is a true record of said proceedings.

I further certify that I am not related to any of the parties to the action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 9th day of February, 2025.

_____
Matthew Goldstein, RMR, CRR

Craig Hoff, Ph.D., c/o
ORRICK HERRINGTON & SUTCLIFFE, LLP
51 West 52nd Street
New York, NY 10019

Case: Tesla, Inc. v. iQar Inc.
Date of deposition: February 6, 2025
Deponent: Craig Hoff, Ph.D.

Please be advised that the transcript in the above referenced matter is now complete and ready for signature. The deponent may come to this office to sign the transcript, a copy may be purchased for the witness to review and sign, or the deponent and/or counsel may waive the option of signing. Please advise us of the option selected. Please forward the errata sheet and the original signed signature page to counsel noticing the deposition, noting the applicable time period allowed for such by the governing Rules of Procedure. If you have any questions, please do not hesitate to call our office at (202)-232-0646.

Sincerely,
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SIGNATURE PAGE
Case: Tesla, Inc. v. iQar Inc.
Witness Name: Craig Hoff, Ph.D.
Deposition Date: February 6, 2025

I do hereby acknowledge that I have read and examined the foregoing pages of the transcript of my deposition and that:

(Check appropriate box):
( ) The same is a true, correct and complete transcription of the answers given by me to the questions therein recorded.
( ) Except for the changes noted in the attached Errata Sheet, the same is a true, correct and complete transcription of the answers given by me to the questions therein recorded.

_____ _____
DATE WITNESS SIGNATURE

_____ _____
DATE NOTARY

Digital Evidence Group, LLC
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Washington, D.C. 20036
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ERRATA SHEET

Case: Tesla, Inc. v. iQar Inc.
Witness Name: Craig Hoff, Ph.D.
Deposition Date: February 6, 2025
Page No. Line No. Change

_____ _____
Signature Date

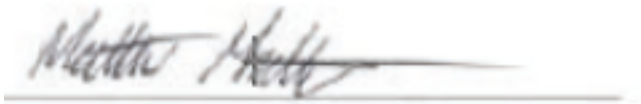
STATE OF MARYLAND)
ss:
COUNTY OF MONTGOMERY)

I, Matthew Goldstein, Notary Public within and for the State of Maryland, do hereby certify:

That I reported the proceedings in the within entitled matter, and that the within transcript is a true record of said proceedings.

I further certify that I am not related to any of the parties to the action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 9th day of February, 2025.



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