

UNITED STATES PATENT AND TRADEMARK OFFICE

BEFORE THE PATENT TRIAL AND APPEAL BOARD

TESLA, INC.,
Petitioner

v.

CHARGELOGIC LLC,
Patent Owner

Case IPR2026-00381
U.S. Patent 11,909,010

PATENT OWNER'S PRELIMINARY RESPONSE

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EXHIBIT LIST

Exhibit No.	Description
2001	March 26, 2025 USPTO Memorandum on Interim Processes for PTAB Workload Management, available at https://www.uspto.gov/sites/default/files/documents/InterimProcesses-PTABWorkloadMgmt-20250326.pdf (“Process Memorandum”)
2002	March 11, 2026 Squires Memorandum on Additional Discretionary Institution Considerations – U.S. Manufacturing and Small Business Use of AIA Proceedings, available at https://www.uspto.gov/subscription-center/2026/uspto-issues-additional-discretionary-institution-facts (“Small Business Memorandum”)
2003	Excerpts from File History of U.S. Patent Application 18/298,152 (issuing as U.S. Patent No. 12,272,189)
2004	USPTO Reexaminations – FY 2026, Quarter ending 6/30/2026, available at https://www.uspto.gov/sites/default/files/documents/reexamination-op-stats.pdf
2005	Tesla, Inc. Form 10-K for the Year Ending December 31, 2025
2006	Complaint for Patent Infringement and Jury Demand, <i>ChargeLogic LLC v. Tesla, Inc.</i> , C.A. No. 7:26-cv-00100 (W.D. Tex. March 23, 2026)
2007	Shareholder Deck for Q2 2026 Update, Tesla Investor Relations, July 22, 2026, available at https://assets-ir.tesla.com/tesla-contents/IR/TSLA-Q2-2026-Update.pdf
2008	NHTSA Part 583 American Automobile Labeling Act Report for 2026, available at https://www.nhtsa.gov/part-583-american-automobile-labeling-act-reports
2009	CM/ECF Docket Report, <i>ChargeLogic LLC v. Tesla, Inc.</i> , C.A. No. 7:26-cv-00100 (W.D. Tex.) (as of August 23, 2026)

Exhibit No.	Description
2010	Joint Proposed Scheduling Order, <i>ChargeLogic LLC v. Tesla, Inc.</i> , C.A. No. 7:26-cv-00100, Doc. 34-1 (W.D. Tex. Aug. 10, 2026)
2011	U.S. Patent 10,090,567
2012 - 2099	RESERVED
2100	Declaration of Samuel Russ, Ph.D.
2101	U.S. Patent 8,618,771
2102	U.S. Patent 8,004,109

I. Introduction

The Petition relies on impermissible hindsight reconstruction and fails to establish that any asserted prior art combination renders the challenged claims unpatentable. Petitioner's approach—piecing together isolated portions of multiple references to target individual claim elements, supported by separate motivation-to-combine analyses for each element—transgresses established law prohibiting the use of the claims as a roadmap, rather than evaluating both the claimed inventions and the asserted references as a whole.

Critically, none of the asserted prior art references disclose repeated updating of the time required to charge a battery during an active charging session but before charging begins. Petitioner's proposed combinations therefore cannot produce a system that performs the claimed functions, leaving these limitations unsatisfied. Moreover, Petitioner's purported motivations to combine are contrived, because Ishii already discloses the very functionality that Petitioner relies on as motivating combination with Hayashi and/or Fujita. This eliminates any reason to look to those references for modification (absent hindsight). Petitioner also fails to explain why a person of ordinary skill would have combined references directed to fundamentally different technical problems, including Hayashi's multi-vehicle facility charging system and Fujita's emergency mid-trip charging system, with Ishii's single-vehicle home-based charging system.

For these reasons and others detailed herein, Patent Owner respectfully requests that the Board deny institution of inter partes review.

II. Level of Ordinary Skill In The Art

Petitioner’s proposed level of ordinary skill requiring experience in unspecified “automotive systems” is too generic. Petition, 2. For example, experience with transmissions, cooling systems, and other systems unrelated to batteries or battery charging would not contribute to skill in the relevant art. Ex. 2100 ¶ 44. Petitioner’s specification of “electric vehicle battery charging systems” (Petition, 2) is also too narrow, as it would exclude one having significant experience in electric battery charging systems for use in other applications besides electric vehicles. Ex. 2100 ¶ 44. Thus, the level of ordinary skill in the art would require only two years of experience with electric battery charging systems, of whatever application. *Id.* Patent Owner agrees that experience or training in this field may offset less formal education and that advanced degrees or education may offset lower levels of industry experience. Here, Patent Owner relies on the testimony of Dr. Samuel Russ, who qualifies as a POSITA under either party’s definition. *Id.* ¶ 45.

III. Claim Construction

Petitioner must identify “[h]ow the challenged claim is to be construed.” 37 C.F.R. § 42.104(b)(3). Failure to construe a claim term in controversy, or providing an

incorrect claim construction, is grounds for denial. *Jiawei Tech. (HK) Ltd. v. Richmond*, IPR2014-00937, Paper 22 at 7-8 (PTAB Dec. 16, 2014) (noting that “[i]t is Petitioner’s burden to explain how the challenged claims are to be construed and how they read on the prior art” and finding that petitioner failed to meet that burden for an unconstrued claim term); *United Microelectronics Corp. v. Lone Star Silicon Innovations LLC*, Case IPR2017-01513, Paper 8, 16-18 (PTAB Jan. 31, 2018) (reiterating the Board may decline to institute when patentability challenges depend on an incorrect claim construction). Here, other than for a single term, Petitioner asserts that it merely applies the “ordinary and customary meaning of the claim terms,” without providing any explanation of any such meanings. Petition, 3. The single term Petitioner identifies is “cost of power” appearing in certain dependent claims. *Id.*

Patent Owner does not identify any terms that require construction at this time, because as shown herein Petitioner’s asserted grounds do not render any independent claim (and therefore any dependent claim) unpatentable, based on Petitioner’s analysis. Patent Owner reserves the right to propose a construction of any terms it later identifies as necessary to resolve the dispute should the Board institute trial.

IV. Relevant Asserted Prior Art

A. Ishii

Ishii explains that, for a battery used in devices such as electric cars, bicycles, scooters and wheelchairs, the remaining capacity of the battery is often not well-

determined, and charging methods based on charging times are thus based on intuition or experience. EX 1004 [0004]. This means that charging may not be sufficient when the device is later used after charging, and that charging completion times cannot be accurately predicted. Prior art methods for determining remaining battery capacity work no better, and do not assist with time management for charging. *Id.* [0007].

Ishii's invention is thus directed at improving the accuracy in determining the remaining capacity of such batteries, so that battery charging may be scheduled to start or complete at specific times, to calculate and indicate the charge completion time, and to conduct automatic charging. *Id.* [0009].

Ishii's key structural components are shown in Figure 1. An electric device 1 comprises battery units 2 and 3, a timer 4, a charger unit 5, a controller 6, a power supply 7, a display and operation unit 13, a driver 9, and a load 10 (i.e., the electric load for operating the device). *Id.* [0021], [0032]. Charger unit 5 includes charger 8 (with microcomputer control), switches 19/20, and discharger 15 for refreshing Ni-Cd/Ni-MH batteries exhibiting memory effect. *Id.* [0022]. Battery units 2/3 include secondary batteries 2B/3B, measuring means 16/17 (voltage, current, temperature detection), and memories 11/12 (storing battery properties and remaining capacity) *Id.* [0023]. Controller 6 includes a microcomputer with main control function and battery manager function *Id.* [0024]. Timer 4 outputs a wake-up signal at a determined time *Id.* [0027]. Display and operation unit 13 includes a display for displaying information such as the

state of the device, the state of the charger and the charger unit, and time, and includes keys, buttons, a touch panel or the like capable of directing the operation of the device, for setting the time (including designating charge start and completion times. *Id.* [0029]. Display is performed via a signal from controller 6 via an operation bus 24. *Id.* A system bus 26 transfers information to and from the charger 8, the measuring means, the battery unit memories, the timer, and the controller 6. *Id.* [0030].

Ishii's described embodiments detail multiple functional modes, which are set via the display and operation unit. *Id.* The charger 8 holds the charge mode setting and starts the charge in the specified charge mode. *Id.* Only the "time-specified charge mode" is relevant to the Petition. For this mode, the user selects the mode and inputs the charge starting time. *Id.* [0046]-[0049]. The charger calculates charging time (the time required to charge or charging duration) based on the remaining battery capacity. *Id.* [0051]-[0056]. Based on the calculated charging time and the present time, the time required to charge, the charging start time, or the charge completion time is displayed. *Id.* [0057]. Importantly, this occurs before the charge mode actually starts, as it is before the setting operation is completed via confirmation from the user. *Id.* [0058].

The charger 8 carries out the time specified charge as indicated in Fig. 4. *Id.* [0060]. The charger goes into charge mode when electric power is supplied to the charger 8. *Id.* [0061]. The selected charge mode is checked, and (if a time specified charge was selected), the charger determines whether the charge start time has arrived

and when it does starts charge. *Id.* [0062]-[0063]; Fig. 4 (steps B2-B4). At the charge start time, the charging time that was previously calculated during setting is displayed, or alternatively the corresponding charge completion time. *Id.* [0065]. As the charge proceeds, the time until the completion of the charge, or the charge completion time, is calculated and displayed in succession. *Id.*; Fig. 4 (steps B5-B6). During the charge the charger determines whether the charge is completed, and once done the charging processing is finished. *Id.* [0066].

B. Hayashi

Hayashi explains that at facilities for charging multiple connected electric vehicles, when one or more vehicle(s) is/are charged it could cause the load capacity of the facility's power supply to exceed its limits, tripping the circuit breaker. EX 1005 [0005]. Thus, charging of a vehicle may be delayed until the existing load is reduced. *Id.* [0006]. This creates inefficiency because load decreases that occur when no one is available to begin charging another vehicle, result in vehicles being unavailable. *Id.* Hayashi therefore provides a charging device that performs charging without tripping a circuit breaker, even if the user does not check load status. *Id.* [0008].

Hayashi teaches a charging device 2 is mounted in a vehicle for charging battery 6, connected to facility power supply via circuit breaker, and which communicates to a communication hub device enabling it to exchange charging status information with other charging device. *Id.* [0066]. Key components include a charging control unit 20

(microcomputer), control panel 22, display unit 24, and communication unit 26. *Id.* [0067]–[0069]. When an instruction to start battery charging is received from the control panel, the charging control unit controls power output from a power supply unit. *Id.*

The communication unit acquires status information from other charging devices, including total current supplied to each device and upper current limit for the facility, and the predicted charge completion time or a set charge completion time limit (for the other devices), as well as supplying such information for its device to other devices. *Id.* [0070], [0072]–[0073]. When a start charging instruction is entered into the control panel, the charging control unit controls the charging of the battery using a calculated current limit based on the number and charging status of other charging vehicles. *Id.* [0073]–[0074]. Thus, when multiple vehicles are connected for charging, a charging control unit considers the available electric current for charging (up to a specified limit), the predicted completion time for charging other connected vehicles, and the set time limit to complete charging for other vehicles, and communicates with the other charging units to coordinate and adjust charging such that the charging schedules for as many devices connected for charging are met without exceeding the electric current limit. *Id.* [0076]–[0085].

When a device is connected for charging, the charging control unit first displays a menu screen on the display unit to allow for entry of operating instructions via the

control panel. *Id.* [0086], Fig. 4 (S101). This includes changes to the current limit and the charging completion time limit (the desired time at which charging is to be completed). *Id.* [0072], [0089]-[0092], Fig. 4 (S102-S109). Once the setting is confirmed these values are stored in memory. *Id.* [0093], Fig. 4 (S110-S111).

The system then determines whether a “start charging” instruction has been entered; if so, the latest charging conditions (the total current limit and charging completion time) are retrieved, information on the status of other connected devices is obtained, and a current limit value to control the charging process and a predicted charging completion time are determined. *Id.* [0094], Fig. 4 (S121-S123). The charging condition screen is then displayed. *Id.* [0095], Fig. 4 (S124) This may include the charging status, total current, the predicted charging completion time, and (if the system is in a “standby for charging” state waiting to start charging), the charging start time. *Id.* [0095], [0104], Fig. 5 (S204).

The “standby for charging” state relates to the user’s entry—instead of a “start charging” instruction—of a delayed charging start time; this is referred to as a “start scheduling” instruction. *Id.* [0099], [0104]. Processing of this instruction will be performed, if applicable, if no “start charging” instruction is entered. *Id.* [0098]-[0099], Fig. 4 (S131).

When the charging control unit’s processing proceeds to the point of “control charging” (Fig. 4, S125), the unit first determines if under currently available conditions

whether charging will be completed by the charging completion limit time; if not, the status of other devices is queried and evaluated for impact on the instant device. *Id.* [0108]. Once conditions allow for charging, the battery's charging status is checked and modified based on battery voltage and available current, and current is supplied to the battery. *Id.* [0110].

Hayashi discloses certain variations to its detailed embodiments, including display during charging of the predicted charging time (the time required to charge the battery) instead of the time when charging is to be completed. *Id.* [0169]-[0170]. In such a case Hayashi states that when charging control is executed (i.e., charging begins), the charging time displayed should be incrementally reduced in accordance with progress in the charging process, to indicate the remaining time until charging is complete. *Id.* [0170].

C. Fujita

Fujita explains that electric vehicles require high-voltage, large-capacity batteries for practical operation and long-distance drives. EX 1006, 1:37–41. Unlike gasoline vehicles with ubiquitous fueling infrastructure, Fujita teaches that, at the time, electric power supply stations available for electric vehicles was limited. *Id.*, 1:41–45. Thus, Fujita provides a battery charging device that enables an electric vehicle to receive supplemental electric power from another non-EV (such as a gasoline-engine vehicle), when the battery capacity is determined to be insufficient for the remaining distance to

a specific destination. *Id.*, 1:52-60. That is, Fujita is directed to a system that enables an electric-vehicle driver, in an emergency, to charge their electric vehicle from another non-EV so they are able to get to their destination. *Id.*, Abstract, Fig. 1.

Fujita discloses an electric vehicle 10, controlled by an electronic control unit (ECU) 16, to which a driver 18, input means 20, alarm/display means 22, and electromagnetic switch 24 are connected. *Id.*, 3:4–8. Switch 24 has three terminals, for the battery (30), a connector for high-voltage charging (32), and a DC-DC converter (34) output. *Id.*, 3:18–22.

ECU 16 monitors constantly during navigation whether the residual battery energy (C) is above a predetermined level (step S1). *Id.*, 3:54–58, Figs. 4-5. If the residual amount is below the predetermined level, the ECU instructs the display to show the shortage of battery (step S2). *Id.* The driver sets a desired running distance L to the destination (step S3). *Id.*, 3:58–64, Figs. 4-5. ECU 16 calculates the required energy C_L for the desired distance (step S4). *Id.*, 3:65-4:2. If $C < C_L$, the driver connects a connector to the gasoline engine vehicle battery 14 to begin charging (step S8). *Id.*, 4:5–12, Figs. 4-5. ECU 16 calculates charging efficiency from current, temperature, and residual amount (step S11). *Id.*, 4:22–24, Figs. 4-5. Charge time t is calculated as $t = (C_L - C) / (k * I)$ and displayed (steps S12–S13). *Id.*, 4:27–34, Figs. 4-5.

Periodically during charging, the residual amount is revised as $C_s = C + k * I * t_s$ (step S15). *Id.*, 4:35–40. When $C_s \geq C_L$, the ECU displays completion and alarms end of charging (steps S16–S17). *Id.*, 4:41–43.

V. Petitioner mixes and matches isolated portions of the asserted references to stitch together sub-combinations directed at individual limitations, rather than the claimed inventions as a whole.

The Petition, in its entirety, suffers from two fatal flaws, both demonstrating that Petitioner’s analysis is infected with impermissible hindsight reconstruction. First, Petitioner’s combinations and analyses explicitly entail combining various reference with a modified base reference (Ishii) on an element-by-element basis, supported by a separate analysis of motivation to combine and reasonable expectation of success for each element. This type of analysis has been explicitly rejected because it uses the claims as a roadmap to craft sub-combinations tailored to meeting individual claim elements, rather than treating the claims as a whole. Second, to build its element-by-element sub-combinations, Petitioner isolates and extracts various components from the asserted references, ignoring their overall teachings and what they conveyed to those of skill in the art as a whole. Both *KSR*, and Federal Circuit case law before and after, explain that proper obviousness analysis must focus on the entire claim or invention, and must analyze the prior art references as whole, versus merely mixing and matching various disclosures to map to the challenged claims.

In *KSR Int’l Co. v. Teleflex Inc.*, 550 U.S. 398, 418-19 (2007), the Court explained

that “a patent composed of several elements is not proved obvious merely by demonstrating that each of its elements was, independently, known in the prior art. ... This is so because inventions in most, if not all, instances rely upon building blocks long since uncovered, and claimed discoveries almost of necessity will be combinations of what, in some sense, is already known.” Proper obviousness analysis instead required showing why a POSITA would combine the references “in the way the claimed new invention does”—that is, the claimed invention as a whole. *Id.* The Federal Circuit had previously explained that “[o]ne cannot use hindsight reconstruction to pick and choose among isolated disclosures in the prior art to deprecate the claimed invention.” *In re Fine*, 837 F.2d 1071, 1075 (Fed. Cir. 1988). Rather, “the decisionmaker must step backward in time and into the shoes worn by a [POSITA] when the invention was unknown and just before it was made ... [and] must then determine whether ... **the claimed invention as a whole** would have been obvious.” *Id.*, 1073-74.¹

In *Interconnect Planning Corp. v. Feil*, 774 F.2d 1132 (Fed. Cir. 1985), the court explained that “[n]ot only must the claimed invention as a whole be evaluated, but **so also must the references as a whole**, so that their teachings are applied in the context of their significance to a technician at the time -- a technician without our knowledge of the solution.” *Feil*, 774 F.2d at 1143. The court condemned the analytical method

¹ Unless otherwise indicated, all emphasis herein has been added.

employed by Petitioner here, where “[t]he claims were used as a frame, and **individual, marked parts of separate prior art references were employed as a mosaic** to recreate a facsimile of the claimed invention.” *Id.* (quoting *W. L. Gore & Assocs., Inc. v. Garlock, Inc.*, 721 F.2d 1540, 1552 (Fed. Cir. 1983)).

The Federal Circuit further explained in *GE v. Raytheon Techs. Corp.*, 983 F.3d 1334 (Fed. Cir. 2020) that an approach utilizing a motivation to combine each element of the claim “unduly dissects prior art references into collections of individual elements,” and that both “[t]he claimed invention and an invention in the prior art must both be analyzed as a whole for the same reason: an invention is more than the sum of its individual elements.” *GE*, 983 F.3d at 1352; *see also In re Enhanced Security Research, LLC*, 739 F.3d 1347, 1355 (Fed. Cir. 2014) (explaining the court’s holding in *Panduit Corp. v. Dennison Manufacturing Co.*, 810 F.2d 1561, 1568 (Fed. Cir. 1987) as requiring both challenged claim and asserted references be treated as whole, and that § 103 does not permit “stitch[ing] together an obviousness finding from discrete portions of prior art references without considering the references as a whole”).

Petitioner’s analysis here runs afoul of both of these prohibitions. Petitioner provides independent motivations to combine and reasonable expectation of success arguments for combinations directed at individual elements, rather than the claims as a whole. In doing so, Petitioner extracts isolated components and systems for combination rather than combinations reflecting the holistic teaching of each reference

to a POSITA. *See* Section VI. This is impermissible, and if permitted such an approach would lead to wholesale invalidation of inventions which comprise novel combinations of known elements—which comprise most, if not all, inventions—contrary to *KSR*.

VI. Ground 1 Does Not Render Any Challenged Claims Unpatentable

Ground 1 is directed at independent claims 1 and 9, as well as claims 7-8 (dependent from Claim 1), claim 13 (dependent from Claim 9), and claim 14 (dependent from Claim 13).

Petitioner asserts that Ishii alone teaches claims 1[Pre], 1[a], 1[b], 1[c][1], 1[c][2], and 1[d], and the corresponding claim elements of claim 9, 9[pre], 9[a], and 9[b], as well as claim 9[d]. Petitioner further asserts that Ishii-Fujita teaches claim 1[a] and Ishii-Hayashi teaches claim 1[d], 1[e], and 1[f], as well as corresponding elements 9[c] and 9[e]. Petitioner also asserts that Ishii-Hayashi-Fujita teaches claim 1[f] and 9[e]. In each case, Petitioner provides one or more separate motivation to combine analyses with respect to each combination for the separate claim elements. Pet., 6-50.

A. 1[b]: Petitioner does not explain why Ishii’s controller would incorporate the charger microcomputer.

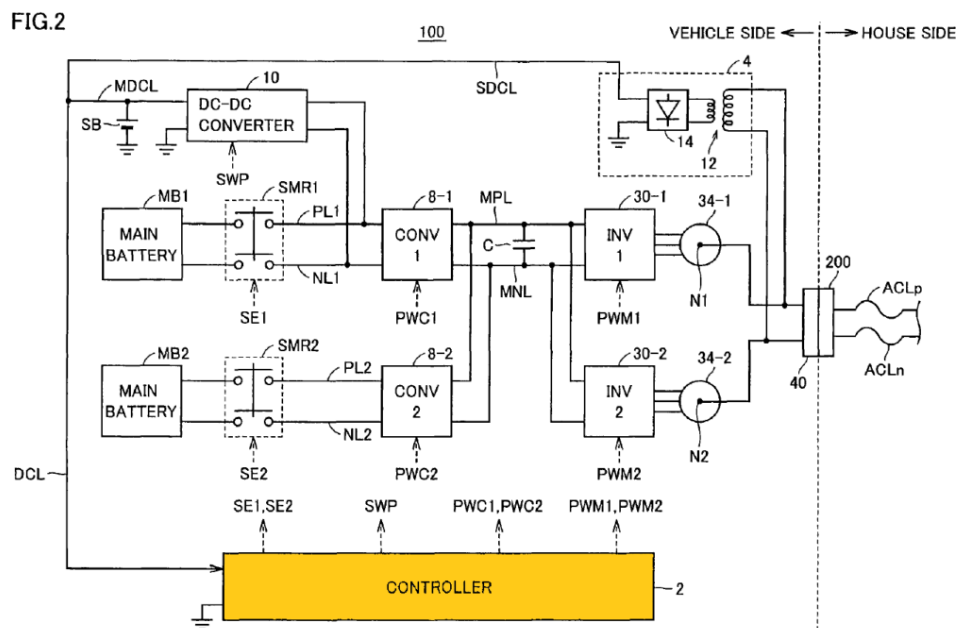
Petitioner asserts that Ishii discloses the claimed controller by collectively mapping Ishii’s controller 6 and the microcomputer of charger 8 to the claimed controller “dependent on the performed functionality.” Petition, 12-13. Petitioner further asserts that controller 6, but not charger 8, is “coupled to the display” as required

by the claim. *Id.*, 14. Specifically, Petitioner identifies Ishii's controller 6 as "performing a main control of the operation of the electric device" and being coupled to the Ishii's display because it "has an interface" with display and operation unit 13. Petition, 13-14. Petitioner specifically identifies controller 6 as performing the displaying function of Claims 1[e] and 1[f]. Petition, 37. Petitioner identifies the microcomputer of charger 8 as "executing charge modes for charging the battery," and specifically identifies charger 8's microcomputer as performing the required functions of Claims 1[c][1], 1[c][2], and 1[d], and of the non-display function of Claim 1[e]. *Id.*, 13, 21-24, 37. Although Petitioner does not specifically identify which component performs the function of Claim 1[f], Dr. Andrews asserts that charger 8 would send charge duration calculations to controller 6 which would then send the charge duration to the display. EX 1003 ¶ 171.

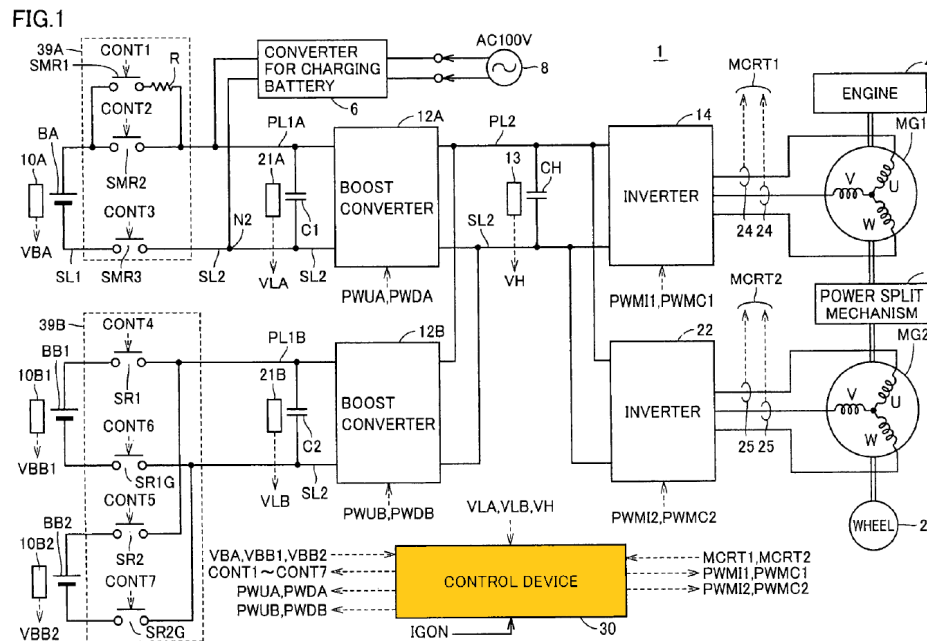
Despite Ishii explicitly referring to element 6 as the "controller," Petitioner maps the "controller" to both controller 6 and the microcomputer of charger 8. Tellingly, however, neither Petitioner nor its expert explain why the claimed "controller" expands beyond controller 6. They simply say that it does in a conclusory fashion, solely because the charger's microcomputer performs functions Petitioner needs to map to a controller. Petition, 13; EX 1003 ¶ 110.

Petitioner fails to carry its burden because it has not provided "a detailed explanation of the significance of the evidence," including an explanation as to why the

mapped controller expands beyond controller 6 to incorporate functionality from charger 8. *See* 37 C.F.R. § 42.22(a)(2); *Shopkick, Inc. v. Novitaz, Inc.*, IPR2015-00277, IPR2015-00278, Paper 7 at *23 (PTAB May 29, 2015) (denying institution where the petitioner did not “adequately explain the significance of the evidence”). Indeed, Petitioner provides no claim construction or reasoned explanation for its mapping. *See First Solar, Inc. v. Sade*, IPR2023-00881, Paper 13 at *20 (PTAB Nov. 16, 2023) (denying institution and explaining that “[w]ithout a claim construction or reasoned explanation, it is difficult to understand why a single pipe serving as a support post would be a ‘support frame’ as claimed.”).



Ex. 2101; EX 2100 ¶ 54. Similarly, U.S. Patent No. 8,004,109 (also assigned to Toyota) depicts its “control device” 30 (orange) as a single contiguous device:

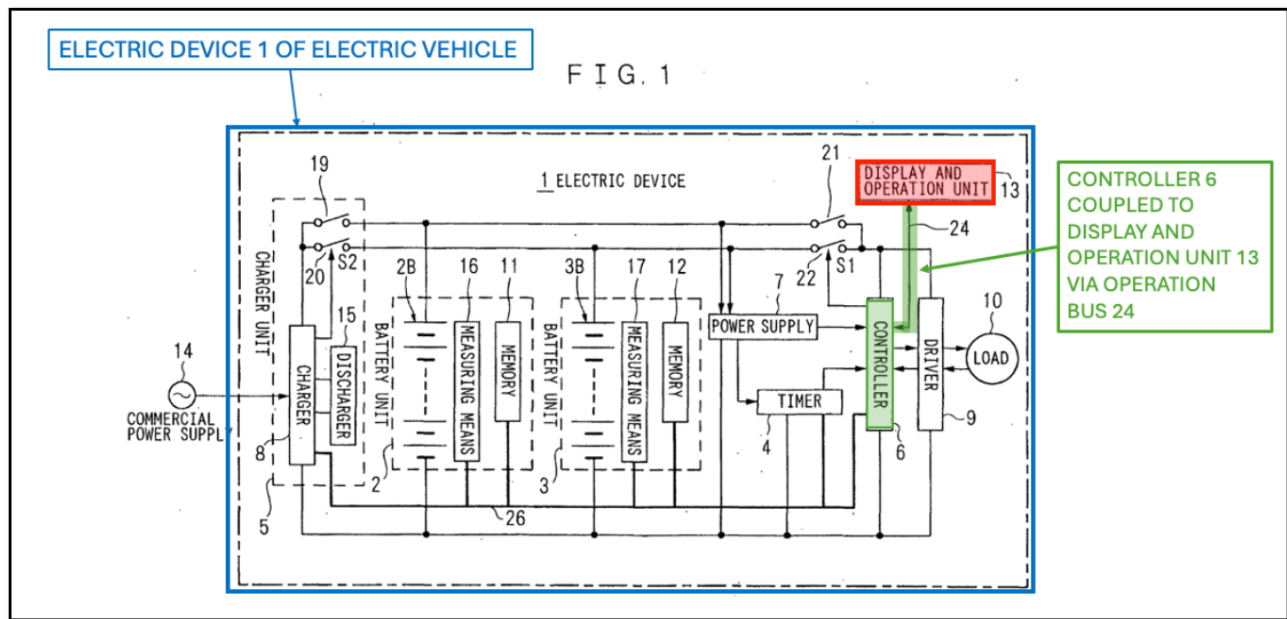


Ex. 2102; EX 2100 ¶ 55. In contrast, Petitioner identifies the alleged “controller” of Ishii as encompassing both controller 6 and the microcomputer of charger 8 without any claim construction or explanation to support this mapping.

Petitioner’s unexplained “controller” mapping is material, because Claim 1[b] requires that the “controller” is “coupled to the display” and later claims 1[c][1] and 1[c][2] require that the controller be configured to begin an active charging session and start charging based on at least one condition being met, and claim 1[d] requires the controller to calculate an amount of time required to charge the battery. EX 1001, 47:6-27. Claim 1[e] further requires the controller be configured to display the calculated time. *Id.*

However, a POSITA would understand that Ishii's display and operation unit 13 is isolated from charger unit 5, which is the aggregate component (comprising charger 8, discharger 15, and switches 19 and 20) that electrically interacts with the commercial (AC) power supply and converts it to direct-current (DC) voltage and outputs it. EX 2100 ¶ 57; EX 1004 [0022], [0043]. Modules such as the charger unit 5 serve this very purpose in order to protect the relatively sensitive components in the display and operation unit 13. EX 2100 ¶ 57. Therefore, charger 8 (part of the charger unit 5) is not coupled to the display 13. In other words, the elements of charger unit 5 are designed specifically to isolate the functions of the charger, which involve access to relatively high voltages and currents, from the functions of controller 6 (which is directly connected to the display 13). *Id.* These functions (managing the voltages and currents of charging versus computing and maintaining a schedule) are specifically isolated by design. *Id.*

But Petitioner does not even assert that the microcomputer of charger 8 is coupled to the display. The Petition only states that controller 6 is coupled to the display:



Petition, 15. This is because Ishii does not teach that charger 8 is coupled to the display, or that it provides any information to the display. Rather, Ishii teaches that the charger 8 transfers information to controller 6 via a system bus 26; the component that is coupled with and interfaces with the display is controller 6. EX 1004 [0030], Fig. 1; EX 2100 ¶ 58. Thus, the charger microcomputer is not coupled to the display. EX 2100 ¶ 58. By Petitioner’s own admission, then, controller 6 alone cannot satisfy the requirements of the claimed “controller.”

Petitioner only identifies controller 6 and the microcomputer of charger 8 as the claimed “controller” because those are the components Petitioner believes it needs for invalidity. Because Petitioner fails to provide any explanation for its “controller” mapping or propose a claim construction to justify that mapping, Petitioner cannot carry its burden as to this claim element. Accordingly, Ground 1 does not teach the limitations

of independent Claim 1 (or any of its dependent claims, for which Petitioner relies on the Claim 1 analysis).

B. 1[e], 9[c]: Petitioner uses hindsight to first combine isolated aspects of Hayashi before combining them with its modified version of Ishii, based on generic and illogical motivations to combine.

Claim 1[e] and 9[c] require displaying, during an active charging session but before battery charging is started, the amount of time required to charge the battery (calculated in claims 1[d] and 9[b]). Petitioner effectively concedes that none of the references teach or disclose this element, admitting that Ishii only displays this time during charging, and arguing for an internal modification to Hayashi before combining it with Ishii to target the claim limitation. Petition, 32-35, 49.

For Ishii, Petitioner asserts its time-specified charge mode is “during the active charging session” and that Ishii’s calculated “time required to charge” is displayed. Petition, 32. Petitioner acknowledges that Ishii only displays this time after battery charging has begun—which does not meet the claim limitation. *Id.* (“The displaying of the time required to charge occurs after charging of the batteries has started (after step B4”).”). Accordingly, Ishii itself does not disclose these limitations. EX 2100 ¶ 60.

Petitioner thus turns to Hayashi and provides an “[i]nternal MTC” to combine multiple embodiments in Hayashi before combining it with Ishii. *Id.*, 32, 35-37. Specifically, Petitioner explains that Hayashi teaches, when its system is in “standby waiting to start charging,” that it displays a predicted charging completion time. *Id.*, 33.

Because Hayashi does not here disclose displaying the time required to charge, as required by the claims, Petitioner asserts it was obvious to display the charging time during standby prior to the point where charging begins, at step S125 in Fig. 4. *Id.*, 33-35. This is based on Hayashi's suggestion that the predicted charging time may be displayed instead of the charge completion time. *Id.*, 35 (citing EX 1005 [00170]).

However, the cited portion of Hayashi does not propose displaying the charging time during standby, but rather during charging itself. EX 2100 ¶ 62. Hayashi explains that the time required to charge the battery is estimated using “the battery voltage VB at the start of charging.” EX 1005 [0169]. Because this voltage is only available at the start of charging, the predicted charging time is also only calculated from that point, not before. EX 2100 ¶ 62 (further explaining why a POSITA would understand this to be the case). This is the explicit context for Hayashi's suggestion to display the charging time instead of the charging completion time, and Hayashi makes clear that this occurs “when charging control is executed” and that the charging time should be “incrementally reduced **in accordance with progress in the charging process** to indicate the remaining time until charging is complete. *Id.* [0170] (referring specifically to “the example described above” (that is, in paragraph [0169]); EX 2100 ¶ 62.

Thus, Petitioner's combination for this specific element requires a modification to Hayashi based on an internal motivation to modify the reference, and then a combination of modified-Hayashi with the modified-Ishii described for claim 1[d].

Petition, 36 (“The modified Ishii system”). Petitioner asserts, as motivation to modify the already-modified Ishii to display the calculated charge time, “user convenience to review the charging time” because a POSITA “would have appreciated that displaying the required time to charge would allow the user to confirm the charging schedule before leaving the vehicle,” and because displaying the charging time before the scheduled charge begins “would allow the user to confirm whether the charging time works with the user’s own schedule” or should be modified. *Id.* Further, Petitioner asserts that simply “presenting charging information was known to be beneficial to users” and a POSITA would have recognized the advantage of providing the charging time. *Id.*

Petitioner’s asserted motivations to combine are flawed, for several reasons. First, displaying the required time to charge rather than the charge completion time does not provide the proposed benefits to the user. EX 2100 ¶ 64. Ishii already displays both the predicted charge completion time (or alternatively the predicted charging time) during the time-specified charge mode setting process. EX 1004 [0044], [0046]-[0058]. This display allows the user to “confirm the charging schedule before leaving the vehicle” and “confirm whether the charging time works with the user’s own schedule,” (the proposed benefits) to the same or even greater degree than in the proposed combination. EX 2100 ¶ 64. When displaying the charge time itself, this is to the same degree as in the proposed combination. When displaying the charge completion time,

the system is already determining for the user the expected time that charging will complete. The user would then not have to perform his own calculations to determine the completion time, which is necessary in the proposed combination. That is, in the unmodified system, the scheduling calculation is already done for the user. EX 2100 ¶ 64.

Further, Petitioner again isolates and extracts specific aspects of Hayashi to modify Ishii's system, without considering what Hayashi as a whole teaches and suggests to a POSITA. *See* Section V. Ishii teaches a system that improves the accuracy in determining remaining EV battery capacity, so that battery charging for a single electric vehicle may be scheduled to start or complete at specific times. EX 1004 [0009]; *see* Section IV.A. Hayashi is directed to a system implemented at facilities for charging multiple connected electric vehicles, and is specifically designed to schedule the charging of those vehicles to prevent exceeding the facility load capacity and tripping a circuit breaker. EX 1005 [0005]-[0008]; *see* Section IV.A. Petitioner never explains why a POSITA, looking to improve Ishii's single-vehicle charging system, would identify and incorporate details from Hayashi's multiple electric vehicle charging system. EX 2100 ¶ 65. This is because Petitioner selected isolated aspects of Hayashi's disclosure merely to target the individual claim limitations—hindsight reconstruction. In fact, a POSITA would not have looked to combine Ishii and Hayashi given their teachings as a whole, because Hayashi's specific teachings directed to limiting total

current draw when charging multiple vehicles would not have been considered relevant to Ishii's system. *Id.*

- C. **1[f], 9[e] – None of the three references disclose the required repeated updating of charging duration before charging begins, and Ishii itself already discloses the same teaching from Hayashi and Fujita that purportedly motivate the combination.**

Claims 1[f] and 9[e] require repeated updating of the display with the calculated amount of time required to charge the battery, during the active charging session but before starting battery charging. Petitioner asserts two combinations: Ishii-Hayashi or Ishii-Hayashi-Fujita. Petition, 38. But none of the references disclose repeated updating before battery charging begins, and Petitioner's asserted motivation to modify Ishii is grounded on a teaching in Hayashi and Fujita that is already present in Ishii.

For Ishii-Hayashi, Petitioner asserts that Hayashi teaches, when displaying the charging duration (time required to charge or charging time), that the charging time on the display is repeatedly updated via incremental reduction. Petition at 38-39 (citing EX 1005 [0170]). Petitioner asserts that Hayashi's control unit, which performs the charging control process, is "*configured to ... repeatedly ...*", apparently asserting that this discloses the entire claim limitation of repeated updating of the charging duration before charging begins. *Id.*, 39 (citing EX 1005 [0086]). If that was Petitioner's intention, Petitioner is at best seriously mistaken. Hayashi only teaches updating of charging duration on its display **after** battery charging has begun, and thus does not teach the limitation. EX 2100 ¶ 68.

Hayashi teaches that battery charging begins when “charging control is executed.” EX 1005 [0096]. Specifically, Hayashi explains that when it determines that a “start charging” instruction has been entered, it calculates (based on existing current limit and the charging status of other connected devices) the current limit value for charging of the device in question and a predicted charging completion time. *Id.* [0094], Fig. 4 (S121-123). It then displays the charging condition screen, which may include the charging status, the total current, and the predicted charging completion time, and (if the system is in a “standby for charging” state waiting to start charging), the charging start time. *Id.* [0095], [0104]; Fig. 4 (S124); Fig. 5 (S204). Then, the processing proceeds to begin controlling charging of the battery. *Id.* [0096]; Fig. 4 (S125). This process is described as execution of charging control. *Id.* When charging control is executed (that is, actual battery charging begins), “the charging time displayed on the display unit 24 should be incrementally reduced **in accordance with progress in the charging process** to indicate the remaining time until charging is complete.” *Id.* [0170] (emphasis added). That is, Hayashi teaches only that the displayed remaining charging time is incrementally reduced to reflect the time remaining until charging is complete due to the progress of the charging process itself. EX 2100 ¶ 69. Or, in other words, **as the battery is charged the time remaining is reduced** to reflect that charging has begun and progress in charging the battery is occurring. *Id.*

Petitioner next asserts that Fujita teaches the “repeatedly update” claim

limitation. Petition, 39. But Petitioner acknowledges that Fujita’s “repeatedly update” steps S9-S16, and specifically S12 and S13 where charging time is calculated and displayed, occur only after S8, “Start Charging.” *Id.*, 39-43; EX 1006 Figs. 4-5. This makes sense in Fujita, because it is directed to charging a vehicle’s battery directly from another vehicle while in the middle of travel; in such a case, a user would of course be very concerned with exactly when the ongoing charge will be completed so the journey can continue. EX 2100 ¶ 70 (citing EX 1006, Abstract, 1:52-60). Thus, like Hayashi, Fujita does not teach the claim limitation because its repeated updating of the charging time is only done after battery charging begins. *Id.* Therefore, neither Hayashi nor Fujita teach claims 1[f] or 9[e].

Petitioner asserts as the proposed combination modifying Ishii-Hayashi (the combination based on modification of Ishii described for Claim 1[e]) with “either of Hayashi’s or Fujita’s operation of periodically renewing parameters and recalculating and displaying the updated charging time **while in the delay period waiting to charge.**” Petition, 43. But neither Hayashi or Fujita actually teach repeated recalculating and displaying an updated charging time in any period before charging begins. EX 2100 ¶ 71. Because none of the references actually teach or suggest such updating before charging begins, the proposed combination will not somehow possess it after the references are combined together. EX 2100 ¶ 71. The references missing this limitation, and any suggestion to add it, therefore cannot produce a modified device that

actually performs Claim 1[f] or 9[e]. *Id.* The combination is therefore necessarily missing this claim limitation.

Further, Petitioner’s proposed motivations to combine with Hayashi or Fujita fail to acknowledge the fact that **Ishii already teaches exactly the same thing as Hayashi and Fujita**. This eliminates any reason to combine with either reference, or at least any reason not based solely on hindsight reconstruction. EX 2100 ¶ 72.

Specifically, Ishii teaches that when a user selects the time-specified charge mode (the mapped “active charging session,” Petition, 16) and enters the charge starting time, the charger calculates the charging time and, based on battery capacity and the present time, displays the time required to charge, the charging start time, or the charging completion time. EX 1004 [0044], [0046]-[0057]. Importantly, this occurs before the time-specified charge setting operation is completed (and therefore, no “active charging session” as claimed could be said to begin). *Id.* [0058]; EX 2100 ¶ 72. Once the time-specified charge mode setting is completed, the charger then determines if the charging start time has arrived and if so, the charge begins. EX 1004 [0059]-[0064], Fig. 4. Therefore, the “standby time” in Ishii for a time-specified charge session occurs in the interim between the user’s confirmation completing the charge setting operation (Fig. 3, step A6 and Fig. 4, Step B1) and the beginning of the charge itself (Fig. 4, step B4); EX 2100 ¶ 73.

Once the charge begins, the charging time that was calculated before starting the

time-specified charge mode, or the corresponding charge completion time, is displayed. EX 1004 [0065], Fig. 4 (B5). Critically, Ishii explains that “**as the charge proceeds**, [the charger] calculates the charging time ... by adding charged capacity to the remaining capacity **to indicate the time taken before the completion of the charge and/or charge completion time in succession.**” *Id.* That is, just as in Hayashi and Fujita, **once charging begins**, Ishii’s system repeatedly determines the time remaining until charging is completed. EX 2100 ¶ 73. Ishii further teaches that the remaining charging time is successively indicated via its display. EX 1004 [0066] (“[I]f the charge is not finished, it continues the charge in B5”), Fig. 4 (repeating B5, “Indicate time required to charge/charge completion time”). Thus, Ishii **already disclosed repeated updating** of the time remaining to charge, **but only after charging had begun** as a function of the progression of the charge—**just like Hayashi and Fujita**. EX 2100 ¶ 73.

Given this, it should be apparent that Hayashi and Fujita could not have prompted Petitioner’s suggested modification of Ishii. Why would a POSITA look to Hayashi and Fujita and find a motivation to modify Ishii—and in a way that none of the references teaches or suggests, updating before charging begins—when Ishii already possessed the very functionality purportedly prompting the modification? EX 2100 ¶ 74. A POSITA would have recognized that adding this teaching to Ishii was unnecessary because it was already present. Further, there is no reason a POSITA, in view of these teachings in Hayashi and Fujita, would have been motivated to modify Ishii to update the charging

time before charging begins, because neither Hayashi nor Fujita taught doing so. *Id.* Petitioner provides no explanation, nor can it, because a POSITA would not find anything different in Hayashi and Fujita than was already present in Ishii. *Id.*

Petitioner's motivations to combine are thus shown to be contrived. First, Petitioner asserts that a POSITA "would have appreciated periodically recalculating and displaying an updated time required to provide the charge would provide the user with a more accurate representation of the amount of time required to charge." Petition, 43. This is based on an alleged variance in conditions "while the charger is in Ishii's time-specified time charge mode or Hayashi's standby" that could "affect the calculated time required to charge the battery." *Id.* In support Petitioner cites Hayashi as recognizing that charge time varies during standby before charging begins, specifically because "the time at which charging will be completed will vary depending on the status of the other charging devices." *Id.* (citing EX 1005 [0032]).

The problem with this rationale is first, that Hayashi itself does not disclose the proposed modification, despite allegedly recognizing the purported need. EX 2100 ¶ 76. Second, it is completely inapplicable to Ishii. Ishii is directed at more accurately determining charging times based on analysis of remaining battery capacity. EX 1004 [0004]-[0009]. Ishii addresses this by detailing a specific apparatus for more accurately measuring the battery capacity. *Id.* [0037]-[0041]. Ishii then utilizes this apparatus in its charge modes, including its time-specified charge mode. *Id.* [0044]-[0056]. In Ishii,

based on the battery capacity analysis, the time required to charge is calculated and displayed before the time-specified charge mode setting is completed. *Id.* [0057]-[0058]. This makes sense, as a user would certainly appreciate knowing how long charging will take before committing to the time-specified charge mode. EX 2100 ¶ 77. But once this is done, there is no reason to repeatedly update this calculation or display before charging begins, because there is no reason why, in Ishii's system, the battery capacity or the charging duration would be expected to change before charging. *Id.* (explaining that in a system like Ishii's the initial estimation of charge duration can be accomplished with a high degree of accuracy and easily take into account environmental variations that might impact charging time). This is completely different than Hayashi's system, directed to industrial facilities for unattended charging of multiple other electric vehicles which may impact the available current for charging the individual device. EX 1005 [0005]-[0008]. And, nowhere does Petitioner propose or justify modifying Ishii with Hayashi's charging current management system. There is no reason to modify Ishii to contain such functionality, because in Hayashi the express goal is to juggle the charging schedules of multiple unattended devices based on the limit to available current for charging, which is determined by the limit on Hayashi's circuit breaker. EX 1005 [0005]-[0008]; EX 2100 ¶ 78.

Indeed, there is no reason to include such a modification in Hayashi itself, because Hayashi teaches that constantly changing current availability due to other

charging devices will affect when charging will be completed, and such conditions may change before charging begins, meaning that any updating of charging duration before charging will be inaccurate. *See* EX 1005 [0102]-[0106]; EX 2100 ¶ 78. Displaying inaccurate charging time estimates that will necessarily change before charging provides no benefit to the user, even if the user were present (which is not contemplated in Hayashi). EX 2100 ¶ 78. This is why, in Hayashi, the charge time is only evaluated and displayed once the system begins execution of the charge—it reflects the accurate charge duration based on conditions available at the time the charge is started. EX 1005 [0095]-[0096], [0170]; EX 2100 ¶ 78. For the same reasons, Petitioner’s second motivation—“to provide an accurate time required to charge to improve scheduling efficiency”—is also without foundation. *Petition*, 44; EX 2100 ¶ 78.

Further, Petitioner’s reliance on Fujita (as well as Hayashi, previously discussed) once again exposes the hindsight-driven purpose of the combination. Petitioner never addresses why a POSITA would have looked to Fujita, directed to a system for managing a mid-trip, emergency boost charge from a non-electric vehicle, when considering improvements to Ishii’s single-vehicle, home-based system. EX 2100 ¶ 79; *see* Sections IV.C., V.

Ultimately, Petitioner attempts to manufacture a claim limitation that is not present in any of the combined references, based on a suggestion to modify Ishii’s system with functionality found in Hayashi and Fujita, when that same functionality is

already present in Ishii. The purported motivation to combine is supported by Petitioner's expert using generic benefits of improving accuracy and efficiency, to address a problem not present in Ishii. This type of *ex post* analysis to supply a missing claim limitation is transparently based on hindsight bias, merely to map the references to the limitation, and should be rejected. *See Xerox Corp. v. Bytemark, Inc.*, IPR2022-00624, Paper 9 at 14-16 (Aug. 24, 2022) (rejecting petitioner's attempt to supply a missing claim limitation based on expert testimony based on a POSITA's common knowledge and which merely repeated the petitioner's conclusory rationale).

D. Claims 7, 8, 13, and 14

For claims 7, 8, 13, and 14, Petitioner does not separately address the limitations of the independent claims 1 and 9 from which they depend. Petition, 45-50. Assuming that the analysis of these claims was intended to incorporate the relevant analysis of the independent claims, Ground 1 likewise fails to render them unpatentable. *See* Petition, 45-50; EX 2100 ¶ 81.

VII. Ground 2 Does Not Render Any Challenged Claim Unpatentable

For Ground 2, Petitioner asserts that claims 2-4 and 10 (depending from Claim 1), independent claim 15, and claims 17-18 (dependent from Claim 15) are obvious over combinations of the Ground 1 references and Kelty-078. Petition, 50.

A. Claims 2-4, 10

In its analysis of these claims, Petitioner does not separately address the

limitations of the independent claims from which these claims depend. Petition, 50-70. This is problematic, given that Petitioner's challenges to the independent claims rely on various different combinations of the asserted references to map to the individual claim limitations. *See* Section V., VI. It is thus difficult to ascertain precisely what combinations Petitioner is advancing for the dependent claims. Nevertheless, at best Petitioner intended to incorporate its analysis of the proposed combinations identified in Ground 1 for these for independent claims 1 and 9 for these claims. Ground 2 therefore fails to render them unpatentable for the same reasons discussed above. *See* Petition, 50-70; Section VI.; EX 2100 ¶ 83.

B. Claims 15, 17-18.

For claim 15, Petitioner incorporates its analysis of the same proposed combinations for limitations in common with independent claims 1 and 9 in Ground 1. *See* Petition, 70-72. This includes claims 15[e] and 15[g], which correspond to claims 1[e]/9[c] and 1[f]/9[e], respectively. *Id.* The Petition's analysis of Claims 17 and 18 refers back to Claims 7 and 8 respectively. *Id.*, 72. Further, the Petition does not contend that the additional reference cited for Ground 2 (Kelty-078) addresses the deficiencies identified for Ground 1. Therefore, for the same reasons discussed for Ground 1 above, Ground 2 fails to render Claim 15, 17, and 18 unpatentable. *See* Section VI.; EX 2100 ¶ 84.

Petitioner's analysis of claim 15[b], which like claim 1[b] requires a controller

coupled to the display, also refers back to claim 1[b]. Petition, 70. It further asserts that “Ishii’s *controller* alone or as modified by Hayashi and/or Fujita is configured to perform the claimed functions.” *Id.* Petitioner does not identify the “controller” mapped to Ishii alone. Assuming that Petitioner intends to assert the same analysis presented for Ground 1, claim 1[b], with respect to the identity of that alleged controller, Petitioner also fails to show that Ground 2 renders claim 15 unpatentable, for the same reasons discussed for claim 1[b] above. *See* Section VI.A; EX 2100 ¶ 85.

VIII. Grounds 3-6 Do Not Render Any Challenged Claim Unpatentable

Petitioner’s analysis of Grounds 3-6, directed at dependent claims 5-6, 11-12, 16, and 19-20, does not separately address the limitations of the independent claims from which they depend, apparently intending to incorporate the analysis corresponding to the relevant independent claim provided in Ground 1 or Ground 2. Petition, 73-85. Petitioner does not contend that any of the additional references cited in Grounds 3-6 (Kelty-078, Sutardja, and Izuno) address the deficiencies identified for Grounds 1 or 2. Petition, 73-85. Therefore, Grounds 3-6 cannot demonstrate that any of the challenged claims are unpatentable for the same reasons discussed for Grounds 1 and 2. *See* Section VI.-VII.; EX 2100 ¶ 86.

IX. Petitioner’s voluminous, repetitive and conclusory “MTC” and “REOS” arguments warrant denial.

“[W]here a petition contains voluminous or excessive grounds, Office guidance indicates ‘[t]he panel will evaluate the challenges and determine whether, in the interests of efficient administration of the Office and integrity of the patent system (*see* 35 USC § 316(b)), the entire petition should be denied under 35 USC § 314(a).’” *Adaptics Ltd. v. Perfect Co.*, IPR2018-01596, Paper 20 at 17-18 (PTAB Mar. 6, 2019) (informative). To avoid this, the *Trial Practice Guide* advises that petitioners should “avoid submitting a repository of all the information that a judge could possibly consider, and instead focus on concise, well-organized, *easy-to-follow* arguments supported by readily identifiable evidence of record.” *Id.* at 16.

Despite this admonishment, Petitioner proposes six grounds and **eleven** different alleged “motivations to combine,” each with a “reasonable expectation of success,” which Petitioner refers to as “MTCs” and “REOS” to skirt the word-count limitations. Pet., ii-vi (Table of Contents). These “MTCs” duplicate essentially the same high-level rationale in all eleven instances, and are spaced apart sporadically throughout the Petition, making Petitioner’s obviousness theories anything but “easy-to-follow.” Even worse, Petitioner’s scattershot approach to its obviousness theories significantly prejudices Patent Owner, as it simply will not be plausible for Patent Owner to fully respond to eleven different “MTCs” within the confines of the word-count limitations in its Response, should trial be instituted.

X. The Petition fails to present a sufficient number of grounds that meet the institution threshold.

Petitioner fails to carry its burden of institution as to any proposed ground. But even if the threshold for some grounds could be met, “instituting a trial with respect to all ... claims based on evidence and arguments directed to [only a subset of challenged claims] is not an efficient use of the Board’s time and resources.” *Chevron Oronite Co. LLC v. Infineum USA L.P.*, IPR2018-00923, Paper 9 at 10-11 (PTAB Nov. 7, 2018) (informative). Institution should be denied.

XI. The Petition violates the word count requirements.

Petitioner’s Certificate of Word Count states that the Petition “contains 13,981 words.” Petition, 94. However, Petitioner improperly skirts the word-count system to undercount by at least 569 words by improperly omitting spaces, such as EX1003-Dec, ¶¶36-42.” *See e.g.*, Petition, 6. This constitutes an improper “effort to circumvent [the Board’s] word count limits.” *See Life Spine, Inc. v. Globus Medical, Inc.*, IPR2022-01434, Paper 12 at 2 n.1 (PTAB Mar. 2023). Petitioner similarly resorts to an excessive and bizarre abbreviating (e.g., “MTC,” “REOS”) to artificially reduce the word count. Even if this alone does not justify denial, it is another factor to consider in deciding whether to institute. Indeed, the fact that Petitioner is incapable of demonstrating alleged invalidity using 14,000 words for 20 claims is further evidence of the weakness of the validity challenge.

XII. Conclusion

Because the Petition fails to show a reasonable likelihood of proving any challenged claim unpatentable, Patent Owner respectfully requests the Board deny institution.

Dated: September 23, 2026

Respectfully submitted,

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CERTIFICATE OF COMPLIANCE

The undersigned certifies that this document complies with the type-volume limitations set forth in 37 C.F.R. § 42.24 *et seq.* This document, excluding those portions excluded under § 42.24(a)(1), contains 8,492 words as calculated by the program used in creating it.

/s/ James H. Hall

Counsel for Patent Owner
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CERTIFICATE OF SERVICE

Pursuant to 37 C.F.R. §§ 42.6(e)(4), the undersigned certifies that on September 23, 2026, a copy of the foregoing document (*Patent Owner's Preliminary Response*, including all new exhibits), was served via electronic mail on all attorneys of record at the email addresses provided for electronic service listed in Petitioner's mandatory notices, as set forth below:

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