



US00D407354S

United States Patent [19] Kronthaler

[11] **Patent Number: Des. 407,354**

[45] **Date of Patent: ***Mar. 30, 1999**

[54] **MOTORCYCLE TIRE**

2,000,785 5/1935 Nellen et al. D12/134 X

[75] Inventor: **Peter Kronthaler**, München, Germany

OTHER PUBLICATIONS

[73] Assignee: **Metzeler Reifen GmbH**, Munich, Germany

Continental Sport 2000 Rear Street Tire, 1996 Tread Design Guide, p. 211, Feb. 1996.

[**] Term: **14 Years**

Continental TK 17 Conti Tour Rear Street Tire, 1996 Tread Design Guide, p. 211, Feb. 1996.

[*] Notice: The term of this patent shall not extend beyond the expiration date of Pat. No. D. 399,801.

Michelin Macadan 90X Rear Street Tire, 1996 Tread Design Guide, p. 219, Feb. 1996.

[21] Appl. No.: **80,116**

Dunlop S205 Sport/Touring Radial Front and Rear Tires, 1996 Tread Design Guide, p. 213, Feb. 1996.

[22] Filed: **Aug. 1, 1997**

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Attorney, Agent, or Firm—Stevens, Davis, Miller & Mosher, L.L.P.

[30] **Foreign Application Priority Data**

[57] **CLAIM**

Feb. 20, 1997 [DE] Germany M 97 01 846.5

The ornamental design for a motorcycle tire, as shown and described.

[51] **LOC (6) Cl.** **12-15**

DESCRIPTION

[52] **U.S. Cl.** **D12/151**

[58] **Field of Search** D12/134, 136, D12/138, 140-144, 146-152; 152/209 R, 209 A, 209 D

FIG. 1 is a perspective view of my new design for a motorcycle tire, it being understood that the tread pattern is repeated uniformly throughout the circumference of the motorcycle tire, as shown schematically in solid lines, and the opposite side is the same as that shown;

[56] **References Cited**

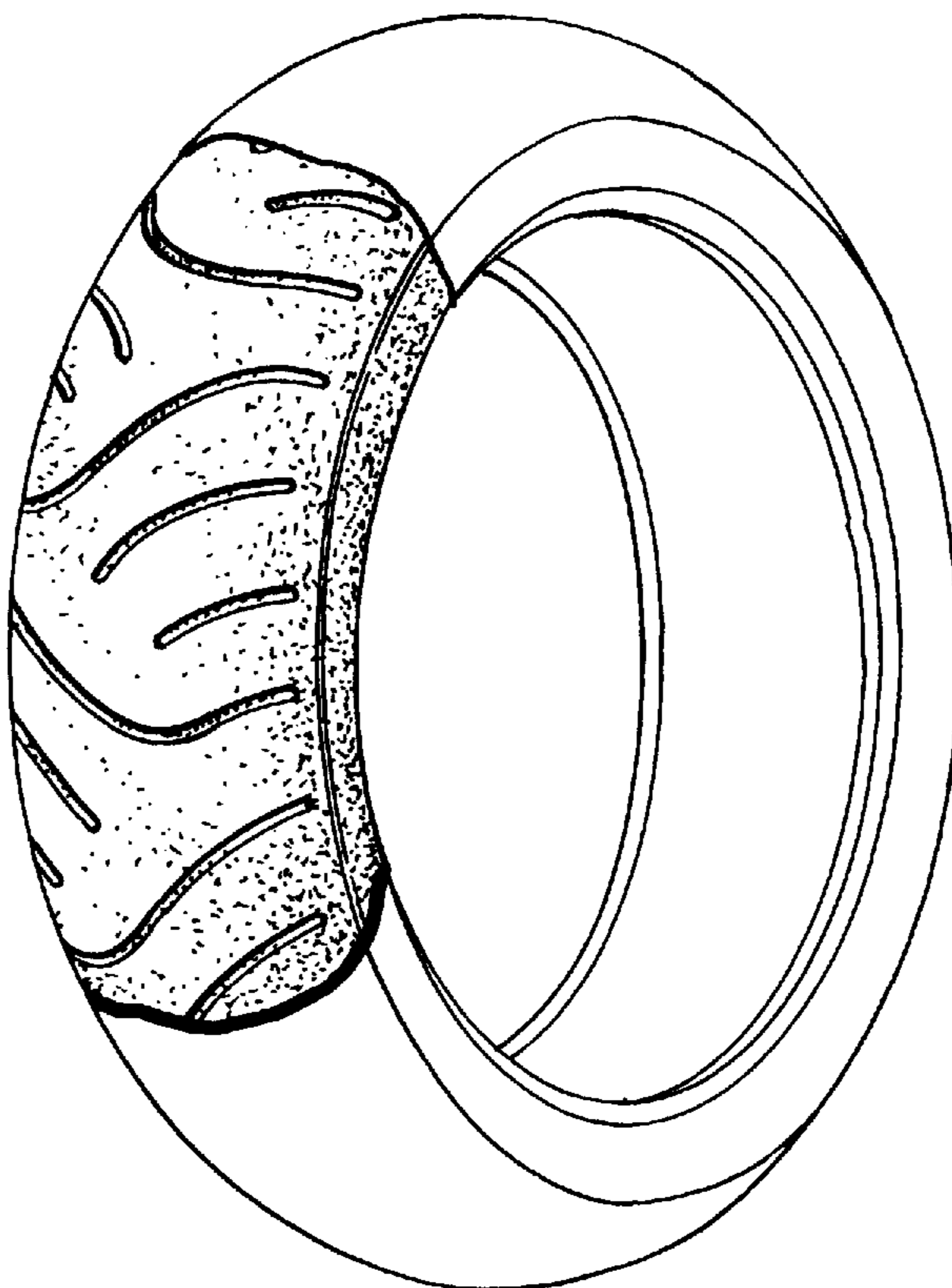
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- D. 295,159 4/1988 Mader D12/147
- D. 299,122 12/1988 Hart et al. D12/136
- D. 346,992 5/1994 Haas et al. D12/147
- D. 347,608 6/1994 Haas et al. D12/151

FIG. 2 is a front elevational view of my new design of FIG. 1 for a motorcycle tire; and,

FIG. 3 is a side elevational view thereof, the opposite side being a mirror image thereof.

1 Claim, 1 Drawing Sheet



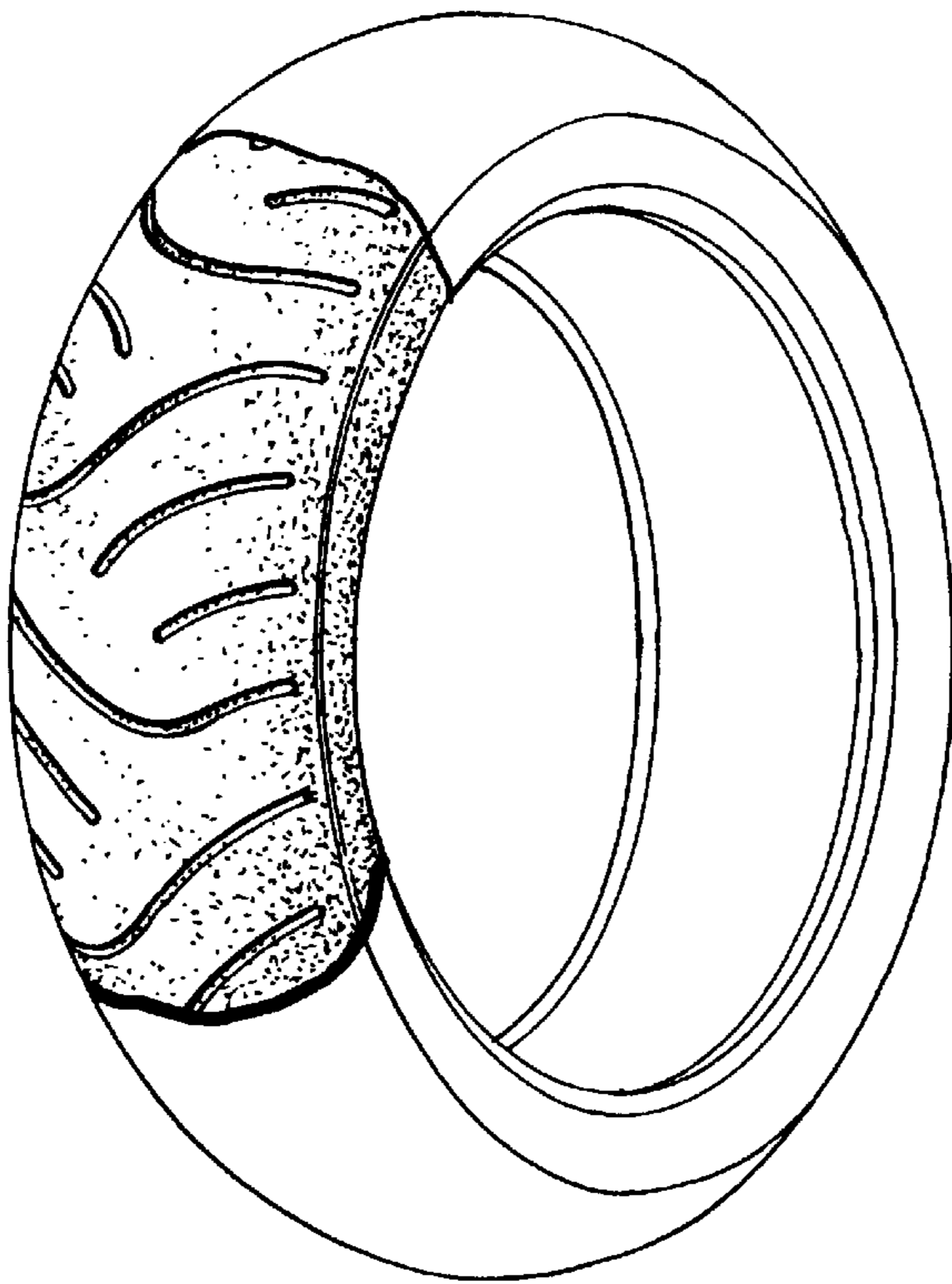


FIG. 1

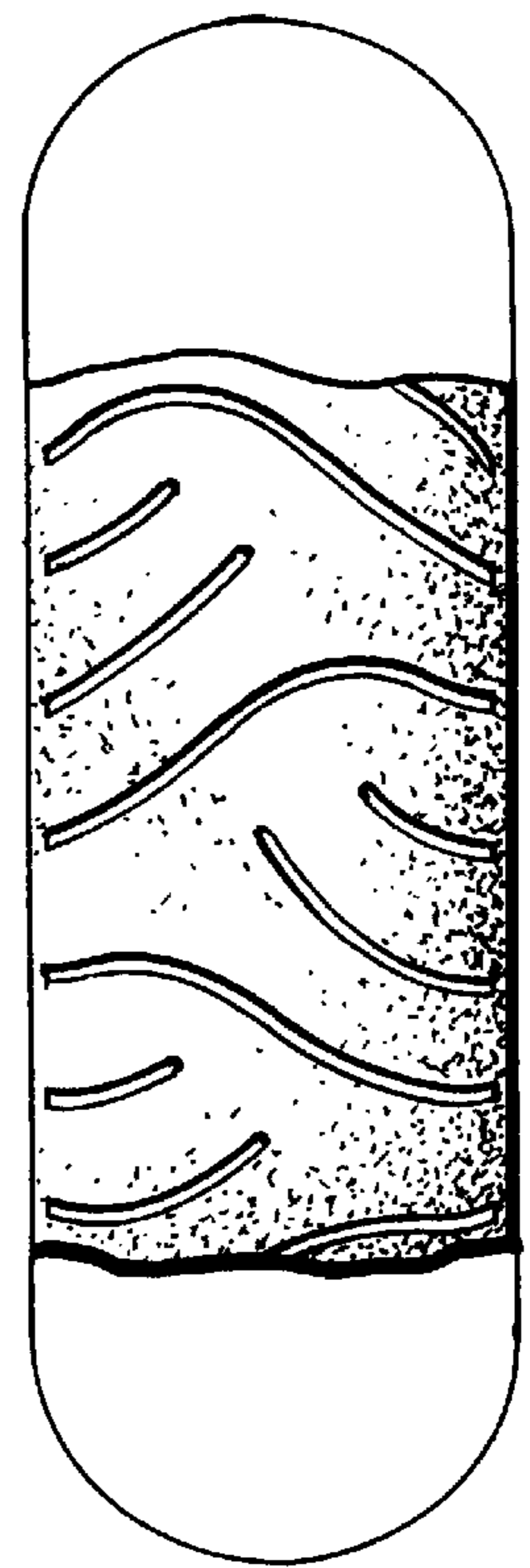


FIG. 2

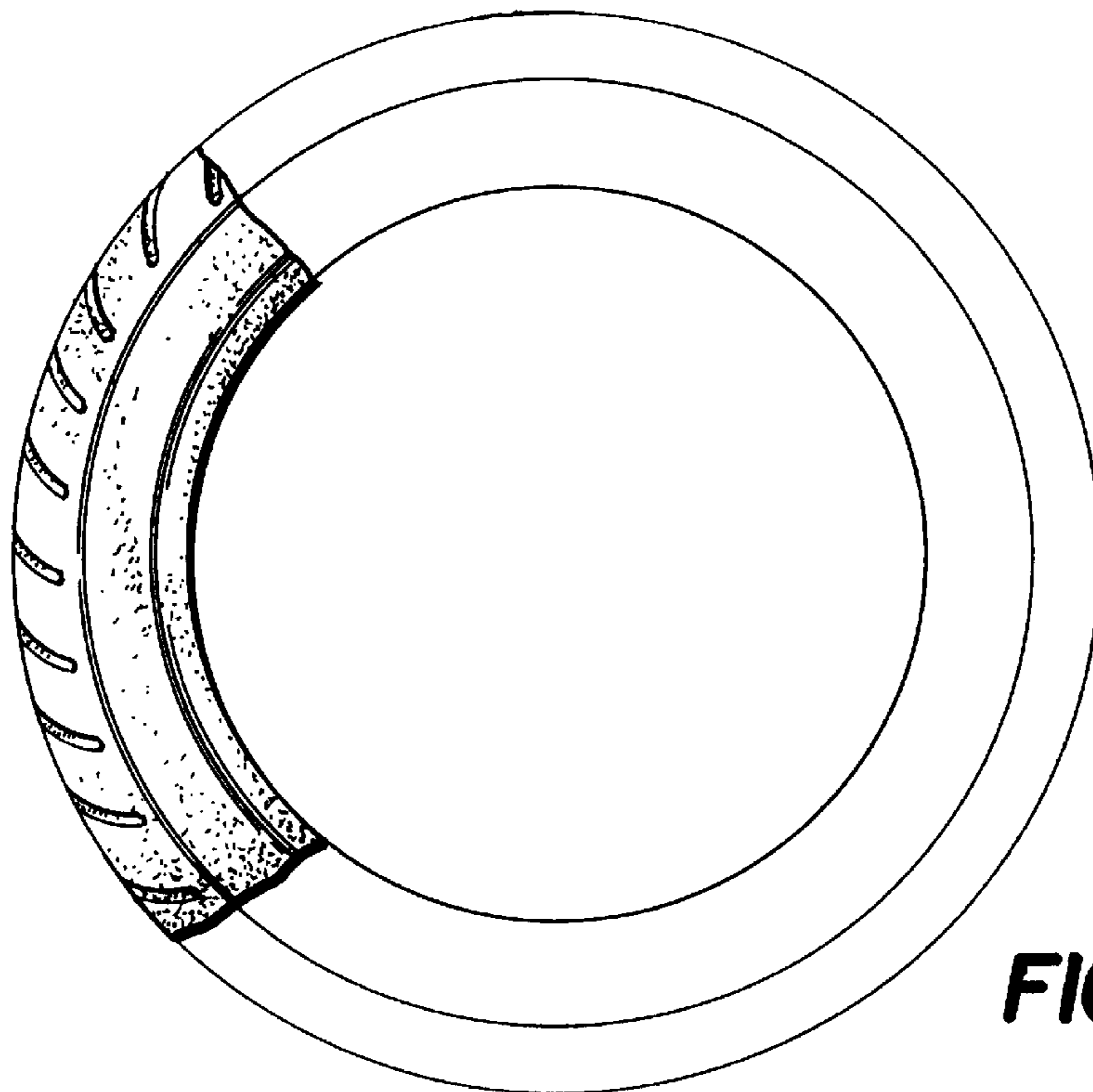


FIG. 3