



US00D564441S

(12) **United States Design Patent** (10) **Patent No.:** **US D564,441 S**
Itoi (45) **Date of Patent:** **** *Mar. 18, 2008**

(54) **TREAD PORTION OF A MOTORCYCLE TIRE**

(75) Inventor: **Daita Itoi**, Chuo-ku (JP)

(73) Assignee: **Bridgestone Corporation**, Tokyo (JP)

(*) Notice: This patent is subject to a terminal disclaimer.

(**) Term: **14 Years**

(21) Appl. No.: **29/244,928**

(22) Filed: **Dec. 16, 2005**

(30) **Foreign Application Priority Data**

Jun. 21, 2005 (JP) 2005-017978

(51) **LOC (8) Cl.** **12-15**

(52) **U.S. Cl.** **D12/534**

(58) **Field of Classification Search** D12/534,
D12/535, 563, 569, 570, 599; 152/209.1,
152/209.11

See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D490,770 S * 6/2004 Isaka D12/534
D524,723 S * 7/2006 Itoi D12/534
D525,188 S * 7/2006 Itoi D12/534

OTHER PUBLICATIONS

Dunlop D604 Trailmax (Rear) Dual Sport Tire, 2004 Tread Design Guide, Jan. 2004, p. 199. 4/5.*
Pirelli Scorpion Sync (Rear) High Performance Tire, 2004 Tread Design Guide, Jan. 2004, p. 214. 2/1.*
Dunlop D607 (Rear) Dual Sport Tire, 2005 Tread Design Guide, Jan. 2005, p. 199. 3/5.*
Metzeler Tourance (Front) Dual Purpose/90% Off-Road Dot Approved Tire, 2005 Tread Design Guide, Jan. 2005, p. 209. 1/1.*

Michelin Pilot Sport HPX (Rear) Sport Tire, 2005 Tread Design Guide, Jan. 2005, p. 211. 3/5.*

Japanese Office Action dated Feb. 1, 2006, with partial English language translation. Citing Japanese Design Registration No. 1229157, Design Application No. 2003-2201.

Japanese Office Action dated Apr. 5, 2006, with partial English language translation. Citing Japanese Design Registration No. 1305853, Design Application No. 2005-17979.

* cited by examiner

Primary Examiner—Robert M Spear

Assistant Examiner—Katrina A. Kile

(74) *Attorney, Agent, or Firm*—Sughrue Mion, PLLC

(57) **CLAIM**

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

DESCRIPTION

FIG. 1 is a perspective view of a tread portion of a motorcycle tire, it being understood that the tread pattern repeats uniformly throughout the circumference of the tire.

FIG. 2 is a front elevation view thereof. A top plan view and a bottom plan view are identical with the front elevation view.

FIG. 3 is a rear elevation view thereof.

FIG. 4 is a right side elevation view thereof.

FIG. 5 is a left side elevation view thereof.

FIG. 6 is an enlarged fragmentary front view thereof; and,

FIG. 7 is an enlarged cross-sectional view thereof taken in the direction of line 7—7 in FIG. 6.

The portion of the article shown in broken lines is for illustrative purpose only and forms no part of the claimed design.

1 Claim, 7 Drawing Sheets

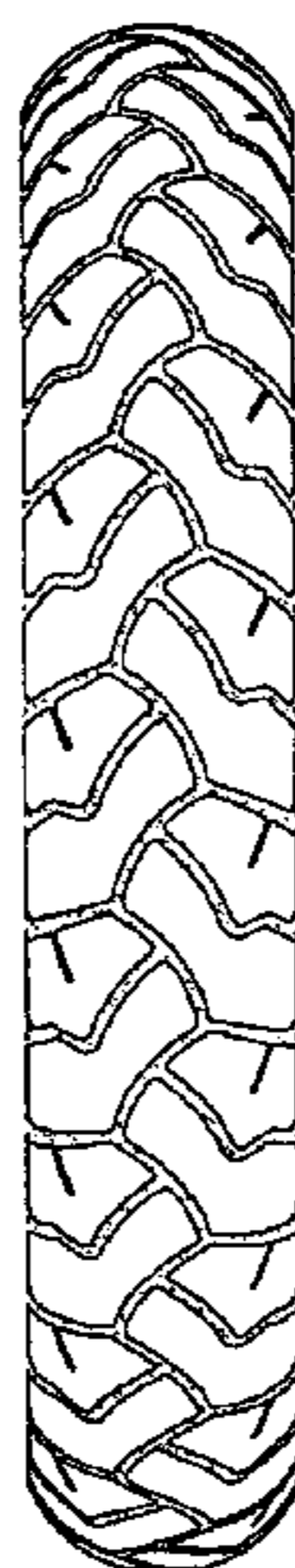


FIG. 1

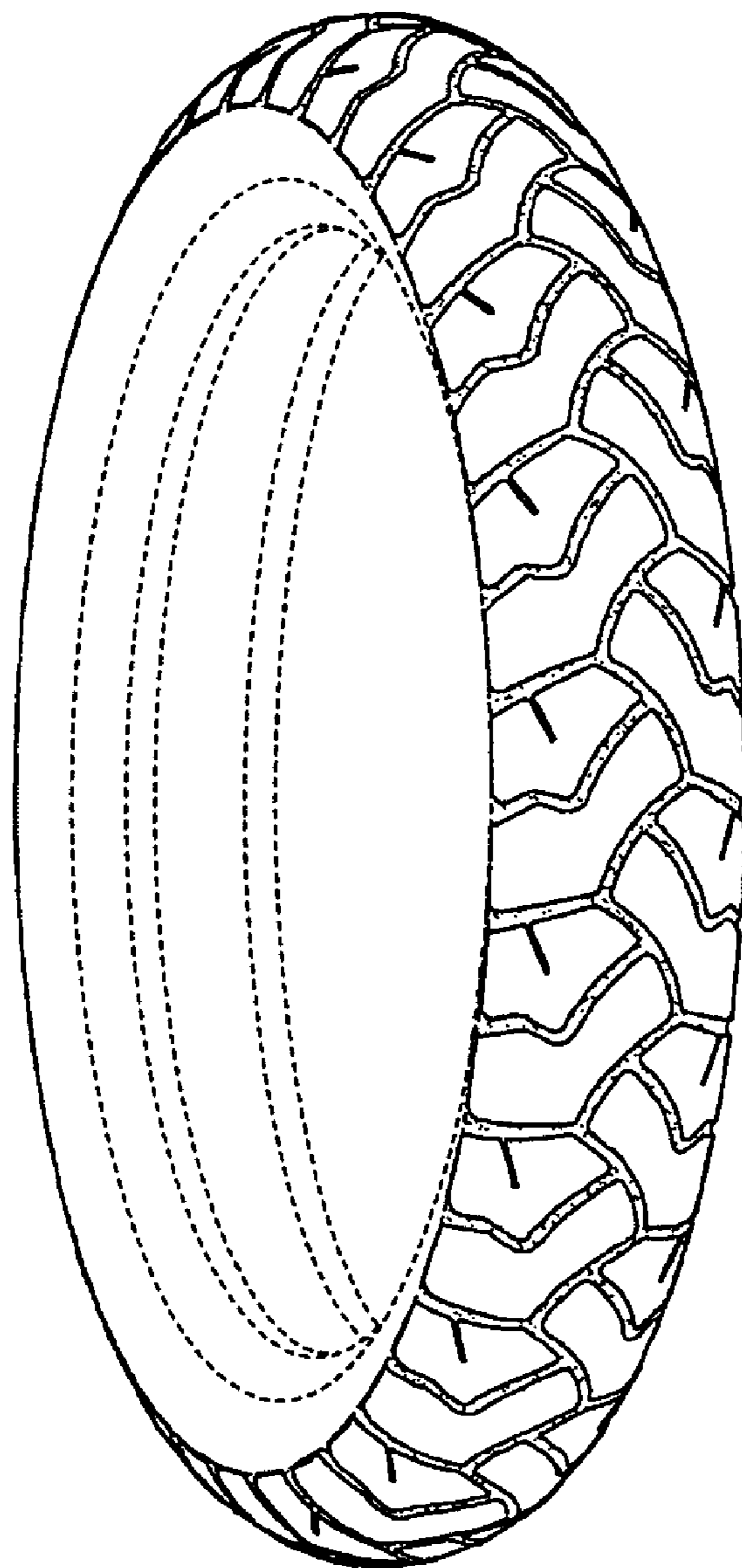


FIG. 2

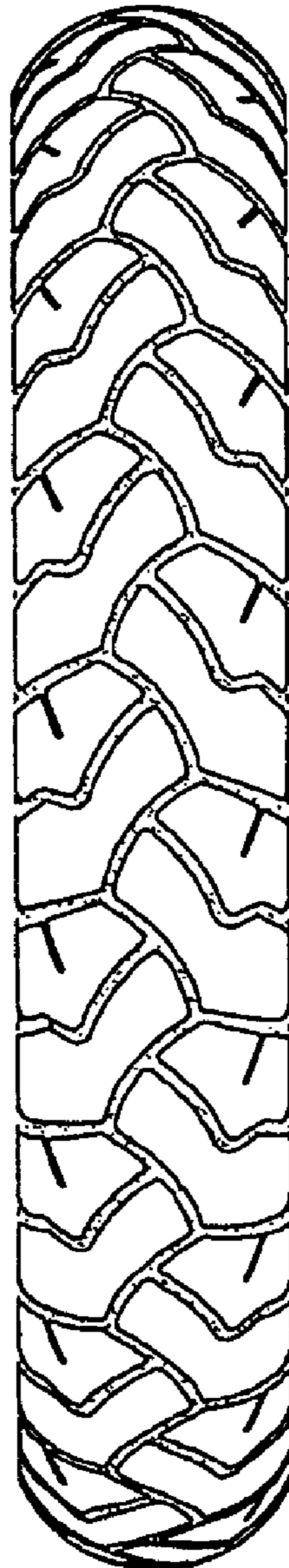


FIG. 3

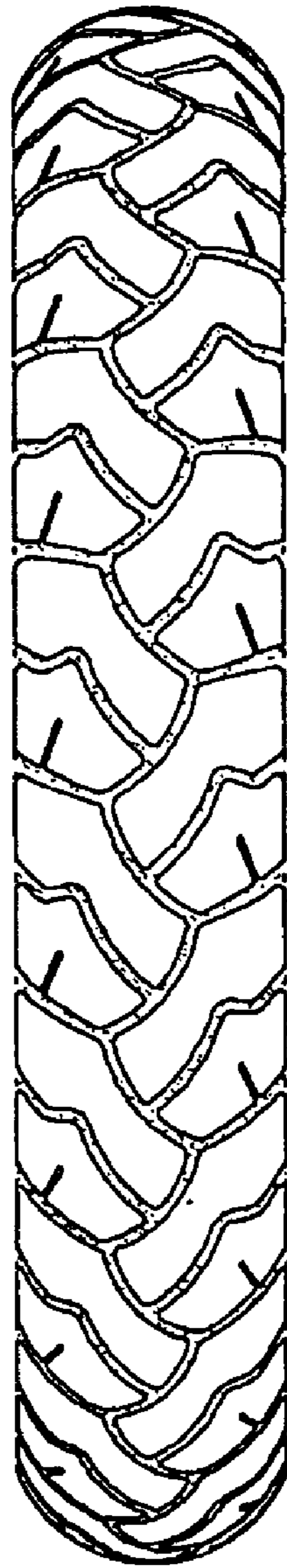


FIG. 4

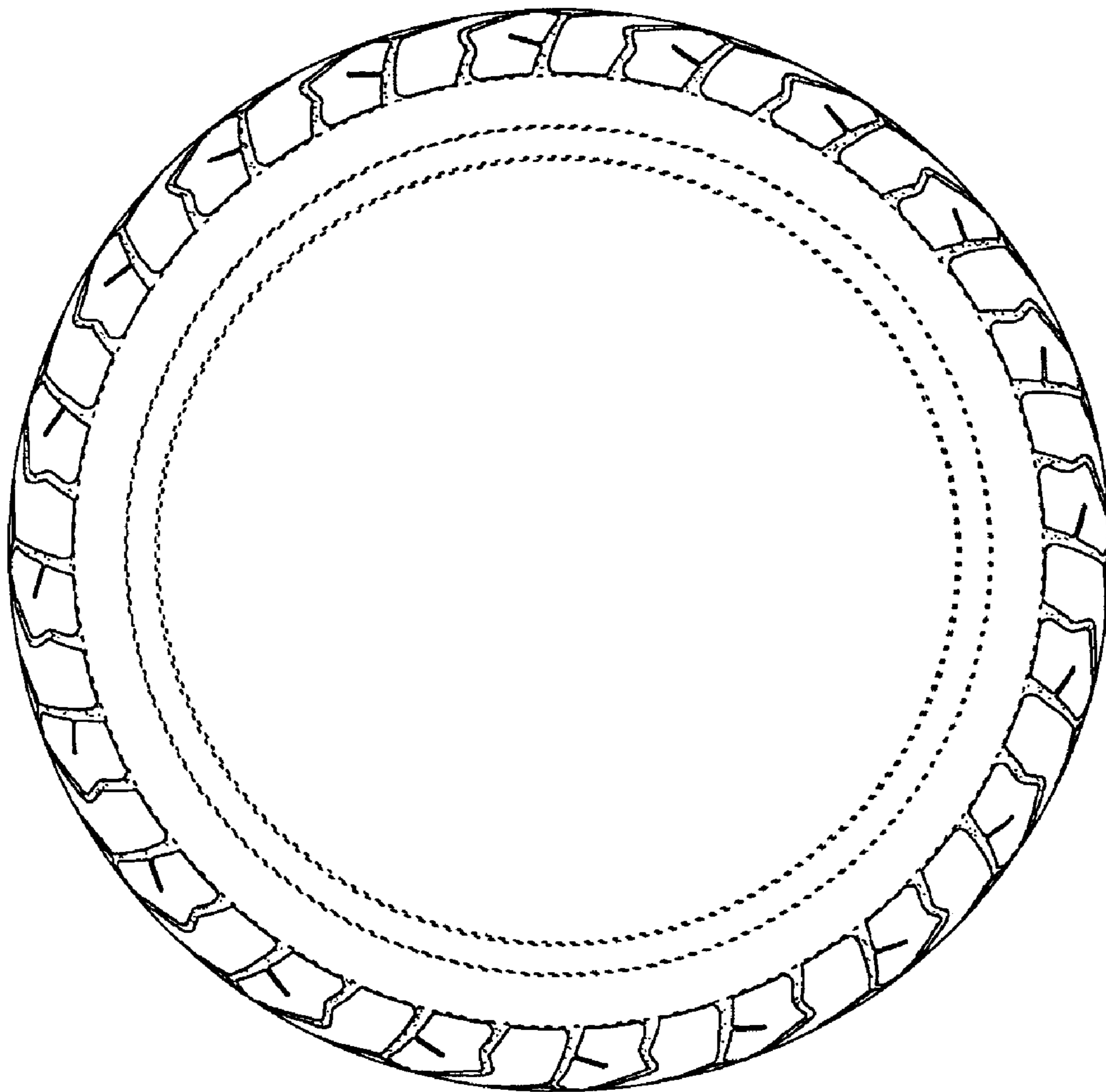


FIG. 5

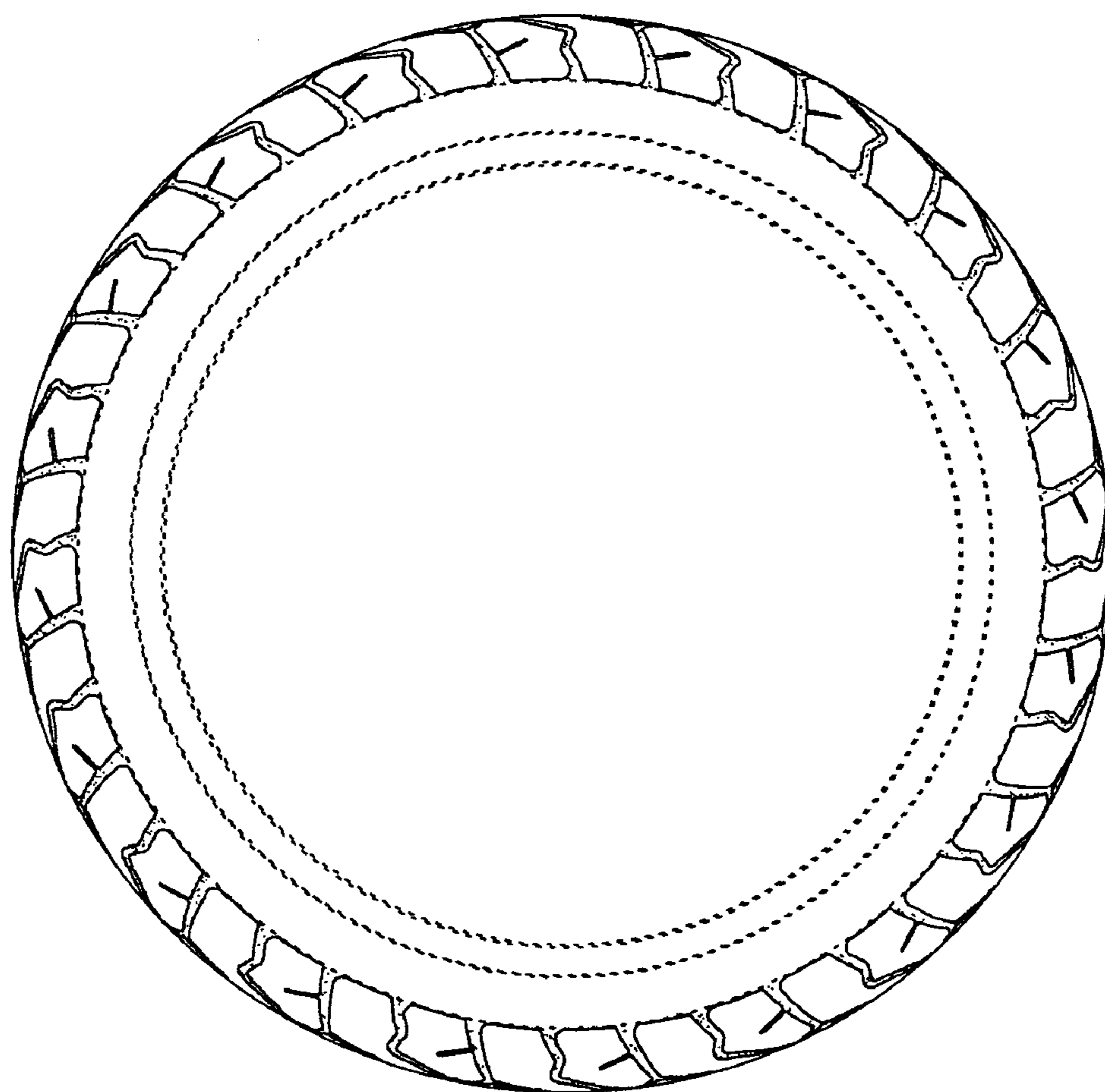


FIG. 6

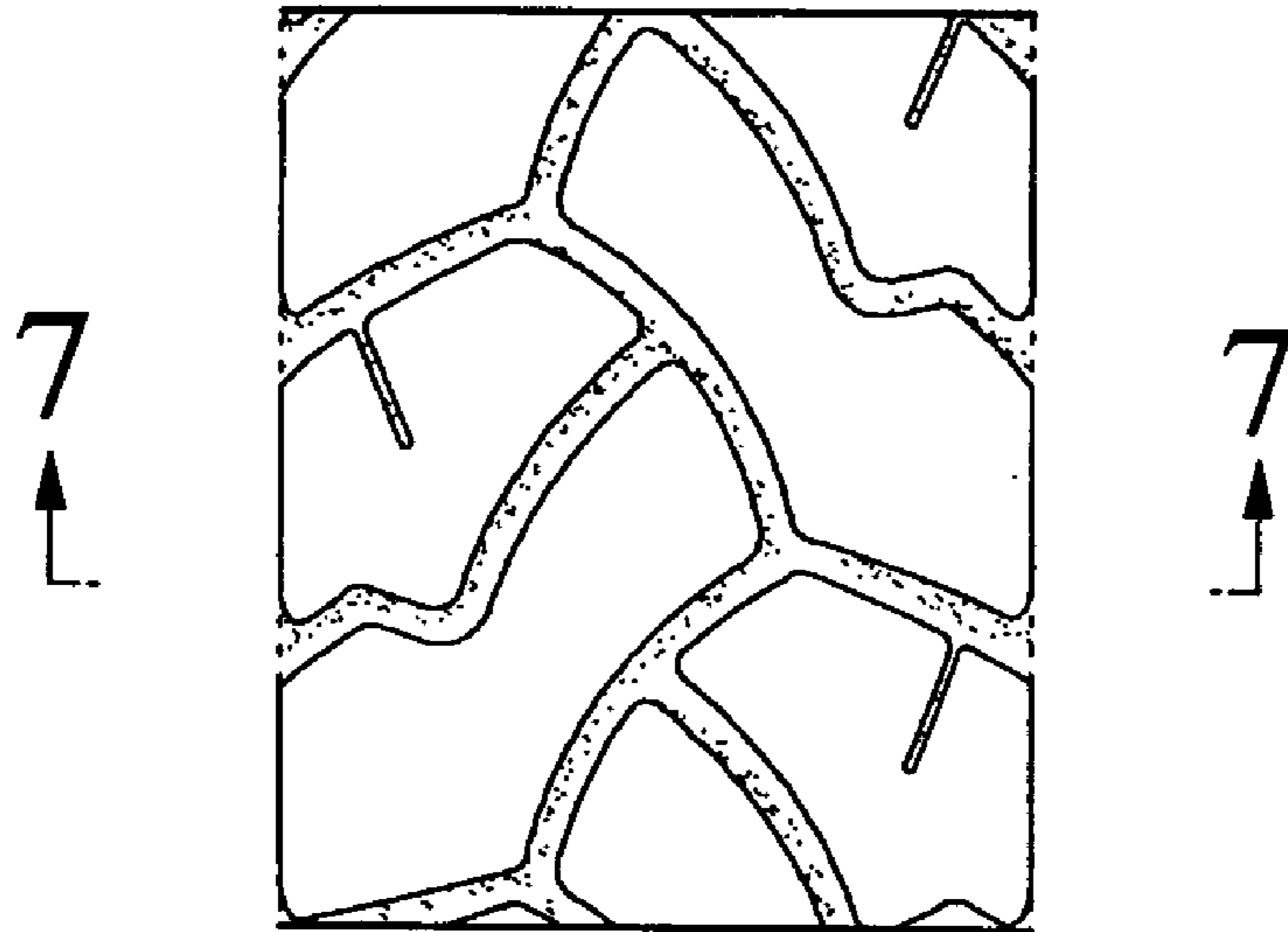


FIG. 7

