



US00D626498S

(12) **United States Design Patent**
Rossignaud et al.

(10) **Patent No.:** **US D626,498 S**
(45) **Date of Patent:** **** Nov. 2, 2010**

(54) **TIRE FOR MOTORCYCLE**

(75) Inventors: **Eric Rossignaud**, Villebret (FR);
Jean-Luc Faure, Villebret (FR); **Julien**
Michel Sylvain Seguy, Montlucon (FR);
Philippe Lathene, Montlucon (FR)

(73) Assignee: **The Goodyear Tire & Rubber**
Company, Akron, OH (US)

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

(21) Appl. No.: **29/362,841**

(22) Filed: **Jun. 1, 2010**

(51) **LOC (9) Cl.** **12-15**

(52) **U.S. Cl.** **D12/536; D12/571**

(58) **Field of Classification Search** D12/533-544,
D12/569-579, 510, 512; 152/209.1, 209.8-209.13,
152/209.28, 455

See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D254,665 S *	4/1980	Sato et al.	D12/579
D268,662 S *	4/1983	Shirashoji	D12/571
D283,607 S *	4/1986	Hayakawa et al.	D12/571
D284,460 S *	7/1986	Kojima et al.	D12/571
D284,648 S *	7/1986	Babl et al.	D12/536
D301,851 S	6/1989	Tomoda	D12/140
D332,766 S *	1/1993	Marui	D12/536
D391,532 S *	3/1998	Lo	D12/571
D392,225 S *	3/1998	Lo	D12/536
D415,077 S *	10/1999	Tsai-Jen	D12/536
D419,925 S	2/2000	Toyozawa	D12/140
D422,540 S *	4/2000	Lo	D12/536
D434,705 S *	12/2000	Lo	D12/571
D466,474 S *	12/2002	Lo	D12/571
D466,861 S *	12/2002	Lo	D12/571
D521,925 S	5/2006	Matsumura et al.	D12/536
D521,926 S	5/2006	Matsumura et al.	D12/536
D577,656 S	9/2008	Sueishi	D12/536
D579,406 S	10/2008	Sueishi	D12/536
D581,348 S	11/2008	Sueishi	D12/536

D583,303 S	12/2008	Sueishi	D12/536
D584,678 S	1/2009	Sueishi	D12/536
D588,524 S	3/2009	Ohigashi et al.	D12/544
D592,587 S	5/2009	Sueishi	D12/536
D593,933 S	6/2009	Sueishi	D12/536

(Continued)

Primary Examiner—Stacia Cadmus

(74) *Attorney, Agent, or Firm*—Richard B. O’Planick

(57) **CLAIM**

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

DESCRIPTION

FIG. 1 is a perspective view of a tire for motorcycle showing our new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread;

FIG. 2 is a front elevational view thereof;

FIG. 3 is a right side elevational view thereof; the opposite side elevational view being identical thereto;

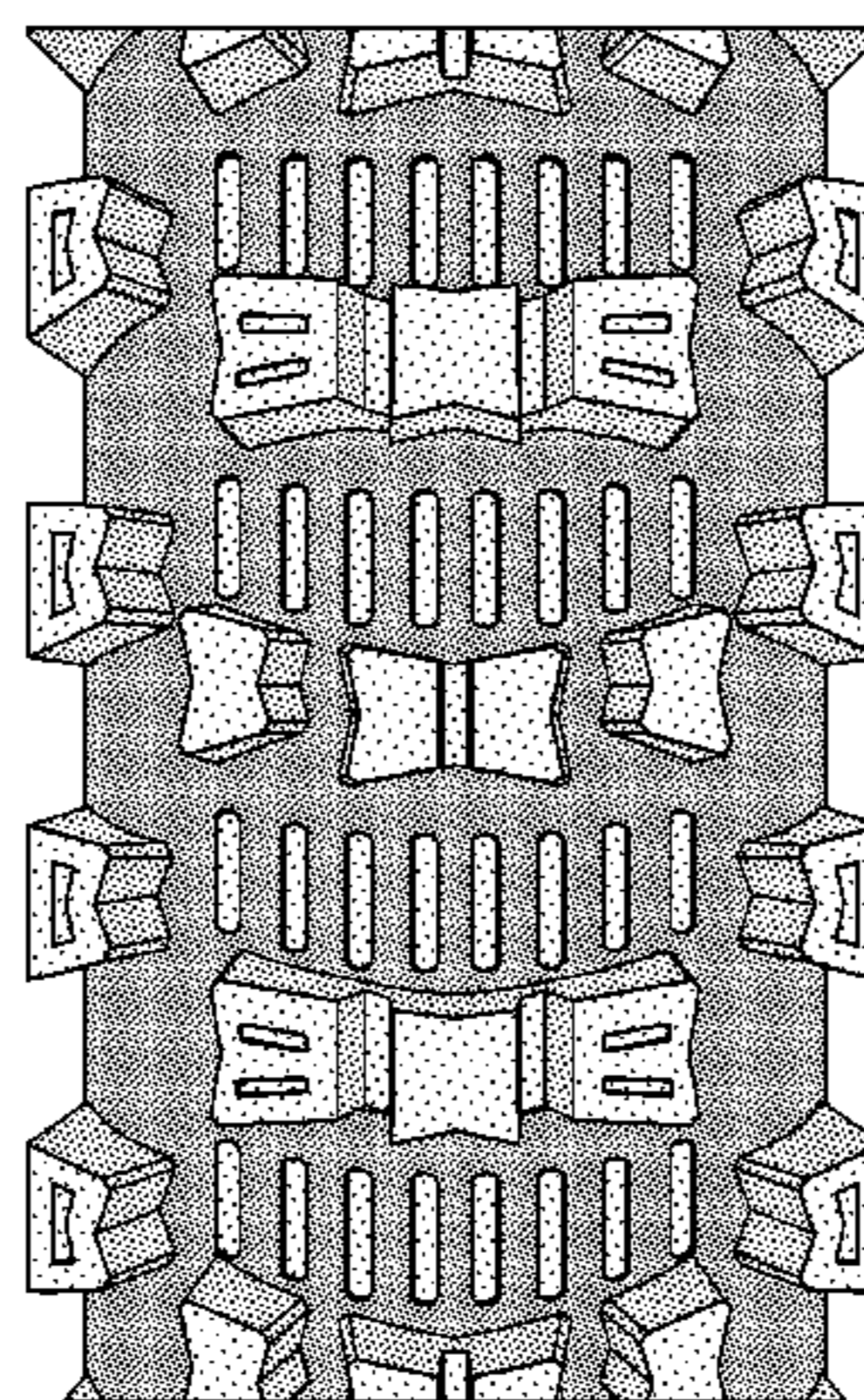
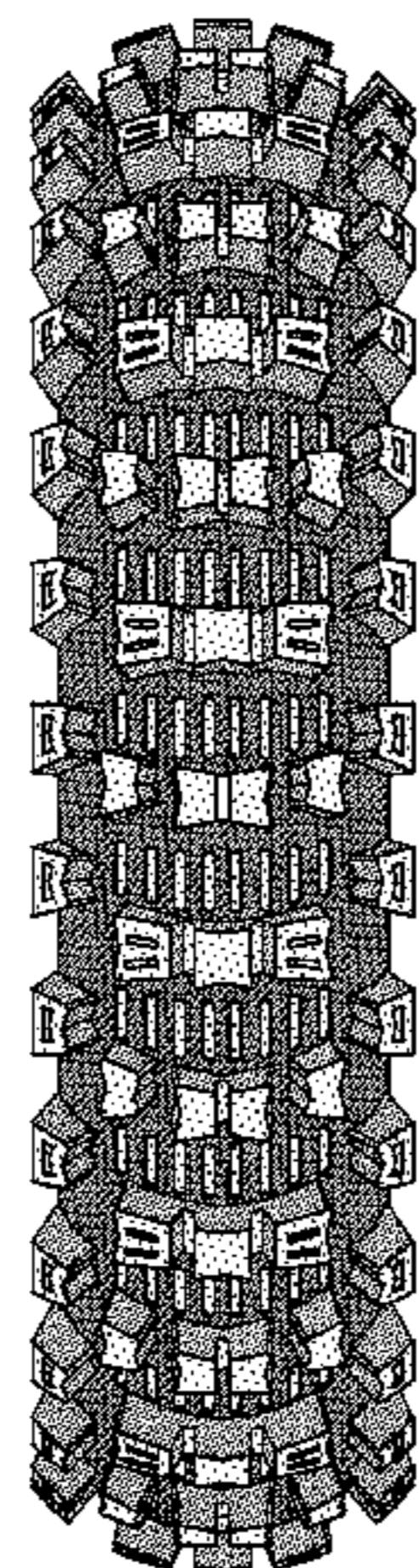
FIG. 4 is an enlarged fragmentary front elevational view thereof;

FIG. 5 is a perspective view of a second embodiment of a tire for motorcycle showing our new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread and that the opposite side view is identical thereto; and,

FIG. 6 is a front elevational view of a second embodiment, it being understood that an enlarged fragmentary view thereof would be substantially identical to that shown in FIG. 4, with the exception of the inclusion of the sidewall in solid lines.

In the drawings, the broken lines showing of the sidewall, inner bead and the peripheral boundary between the tire tread and the sidewall in FIGS. 1 through 4 depict environmental subject matter and form no part of the claimed design.

1 Claim, 6 Drawing Sheets



US D626,498 S

Page 2

U.S. PATENT DOCUMENTS

D595,637 S	7/2009	Sueishi	D12/536	
D597,927 S	8/2009	Sueishi	D12/536	* cited by examiner
				D613,672 S * 4/2010 Larregain D12/536

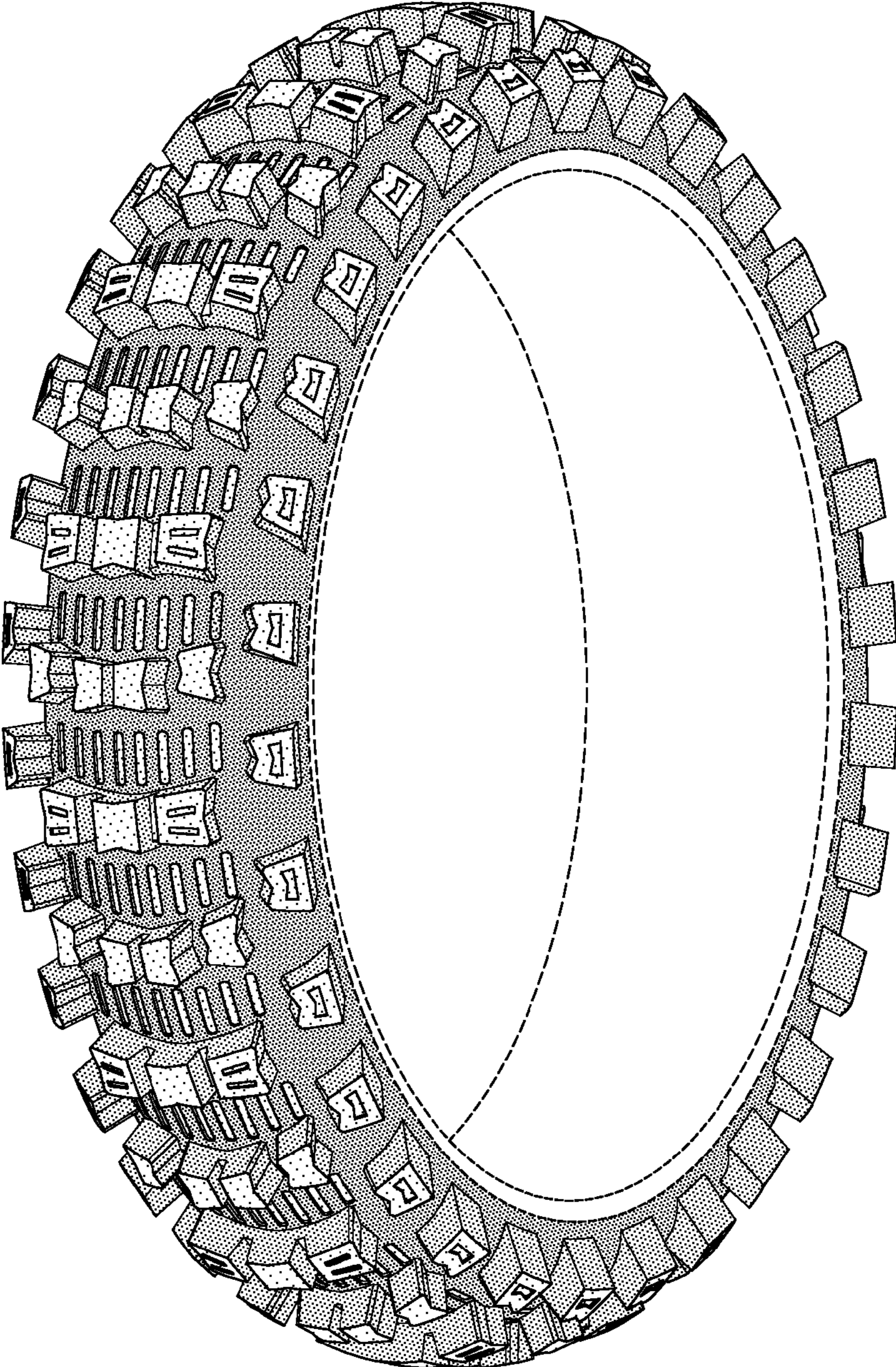


FIG-1

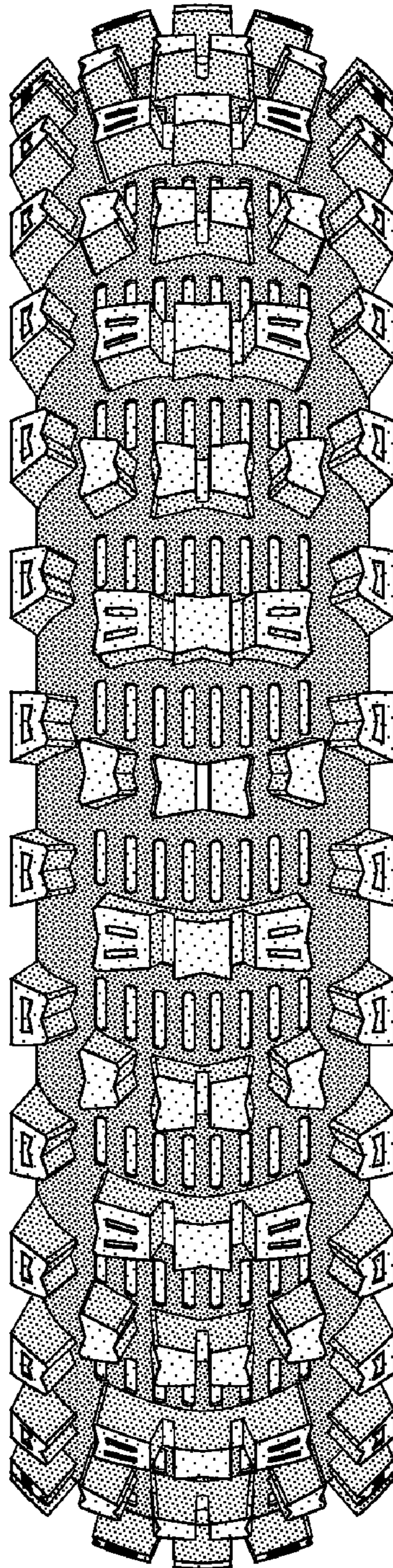


FIG-2

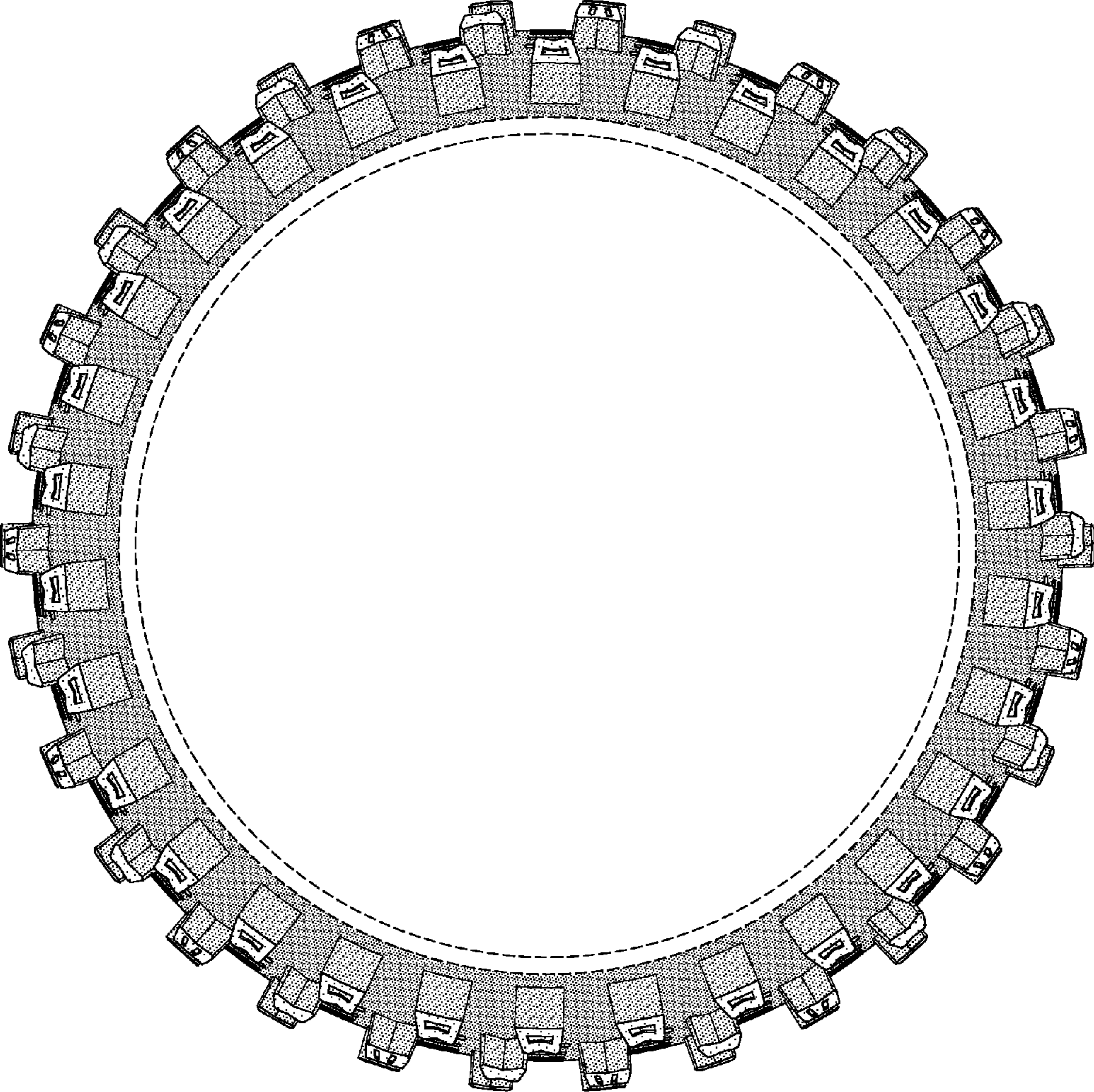


FIG-3

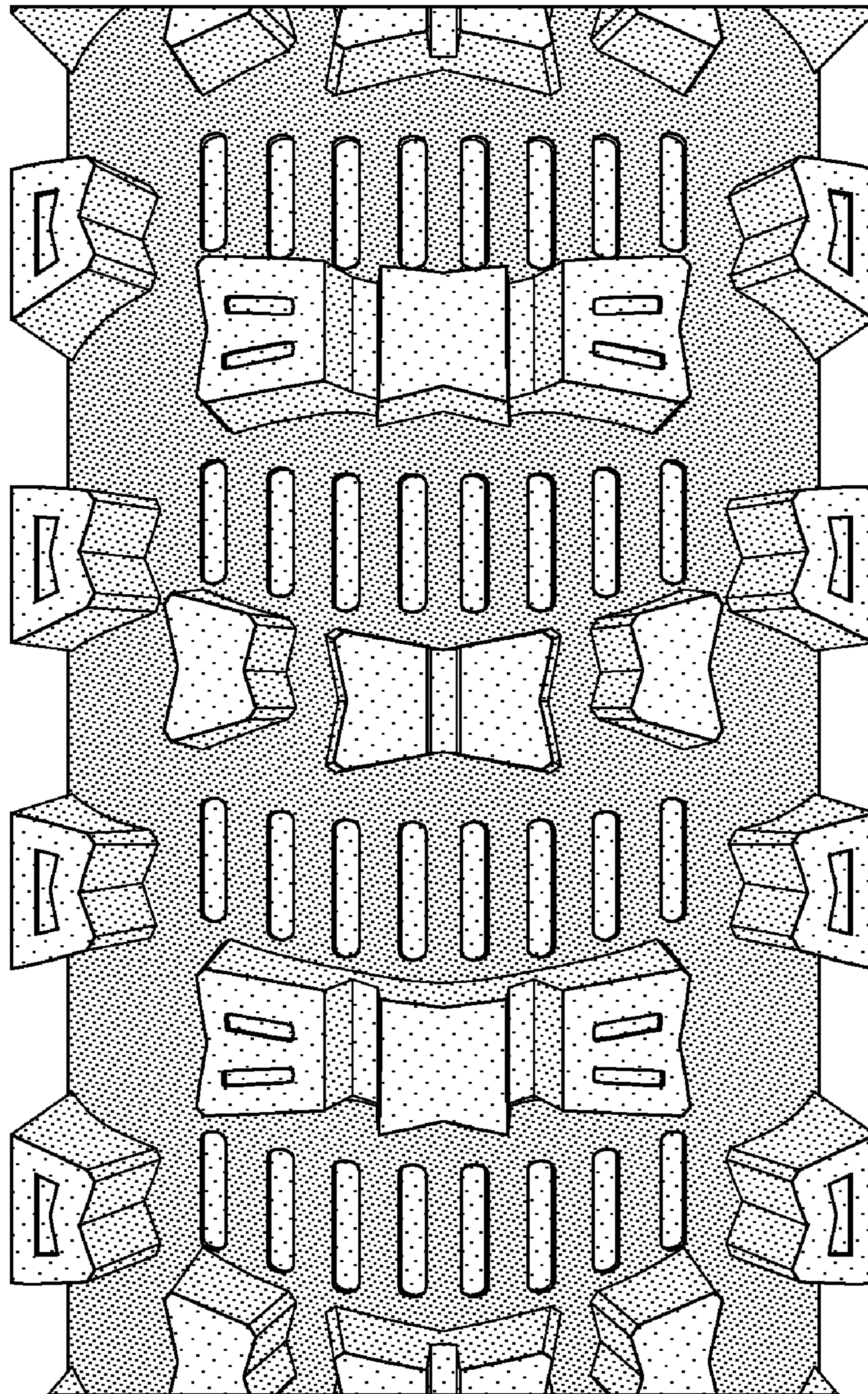


FIG-4

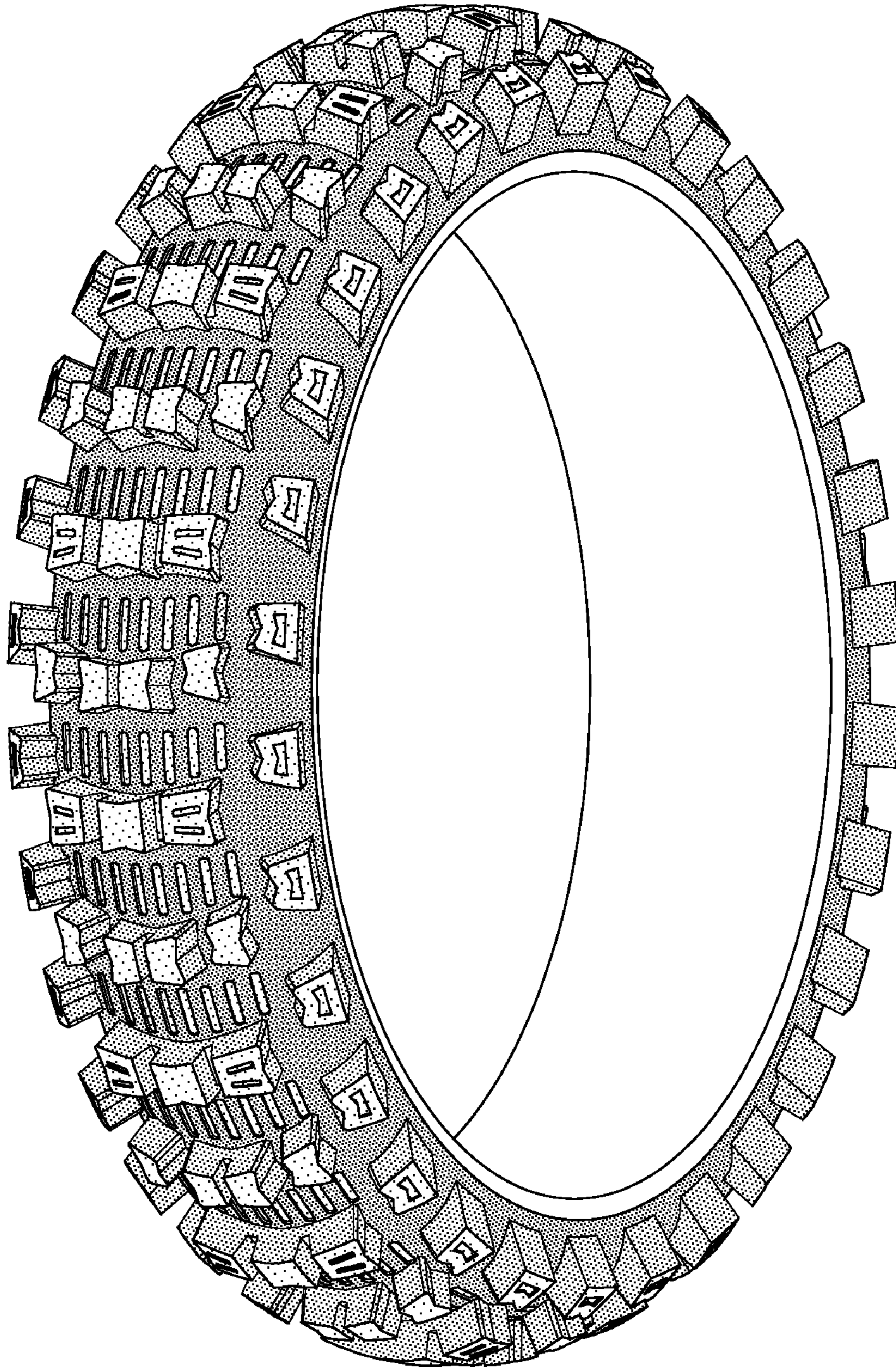


FIG-5

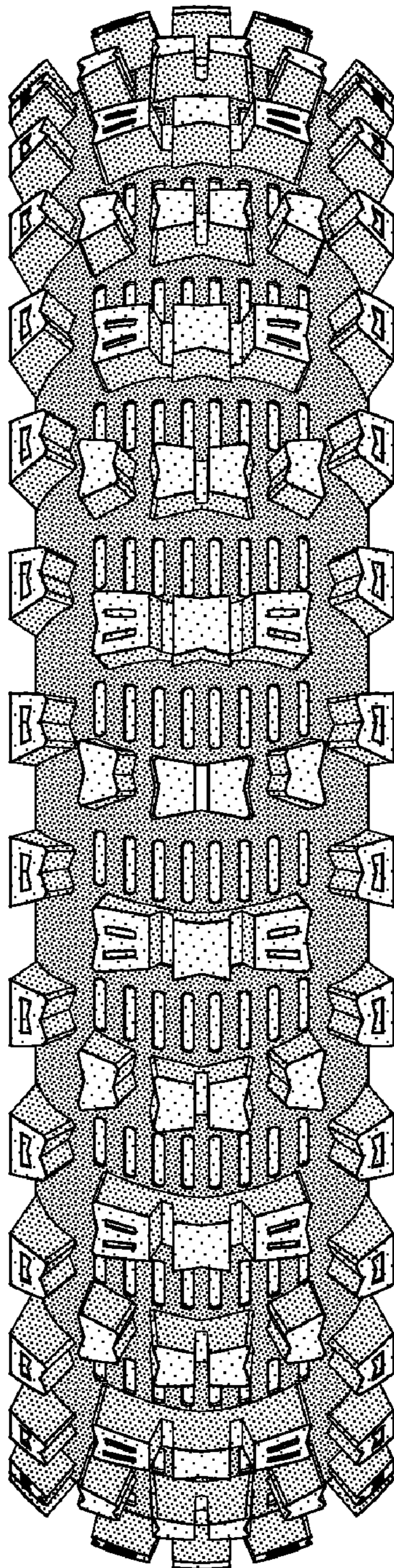


FIG-6