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(12)

United States Design Patent
Stewart

(10)

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(45)

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(54) HANDLEBAR GRIP

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(**) Term: 15 Years

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(21) Appl. No.: 29/846,430

(74) Attorney, Agent, or Firm — Henricks Slavin LLP

(22) Filed: Jul. 15, 2022

(57) CLAIM

Related U.S. Application Data

The ornamental design for a handlebar grip, as shown and described.

(62) Division of application No. 29/733,954, filed on May 7, 2020, now Pat. No. Des. 959,232.

DESCRIPTION

(51) LOC (14) Cl. 08-06

(52) U.S. Cl. D8/303
USPC

(58) Field of Classification Search
USPC D8/107, 300, 303, 307; D15/142; D7/393, 395; D21/756; D28/9, 62; D1/115; D24/211

CPC Y10T 16/44; Y10T 74/20612; Y10T 74/20287; Y10T 74/20732; Y10T 74/20828; Y10T 16/466; Y10T 74/20864; Y10T 16/469; Y10T 74/20822; Y10T 16/4713; Y10T 74/20396; B25B 23/16; B25G 1/102; B25G 1/105; B25G 1/10; B25G 1/00; B25G 1/063; B25G 1/005; B25G 1/01; B25G 1/043; B25G 1/085

See application file for complete search history.

FIG. 1 is a front isometric view of a handlebar grip in its environment.

FIG. 2 is a second isometric view of the handlebar grip.

FIG. 3 is a first elevation view of the handlebar grip of FIG. 2.

FIG. 4 is an opposite elevation view of the handlebar grip of FIG. 2 opposite that of FIG. 3.

FIG. 5 is a front elevation view of the handlebar grip of FIG. 2.

FIG. 6 is a rear elevation view of the handlebar grip of FIG. 2.

FIG. 7 is a top plan view of the handlebar grip of FIG. 2; and, FIG. 8 is a bottom plan view of the handlebar grip of FIG. 2.

The handlebar grip is shown with a symbolic break in its length. The appearance of any portion of the article between the break lines forms no part of the claimed design. The broken line showing of a handlebar is for the purpose of illustrating environmental structure and forms no part of the claimed design.

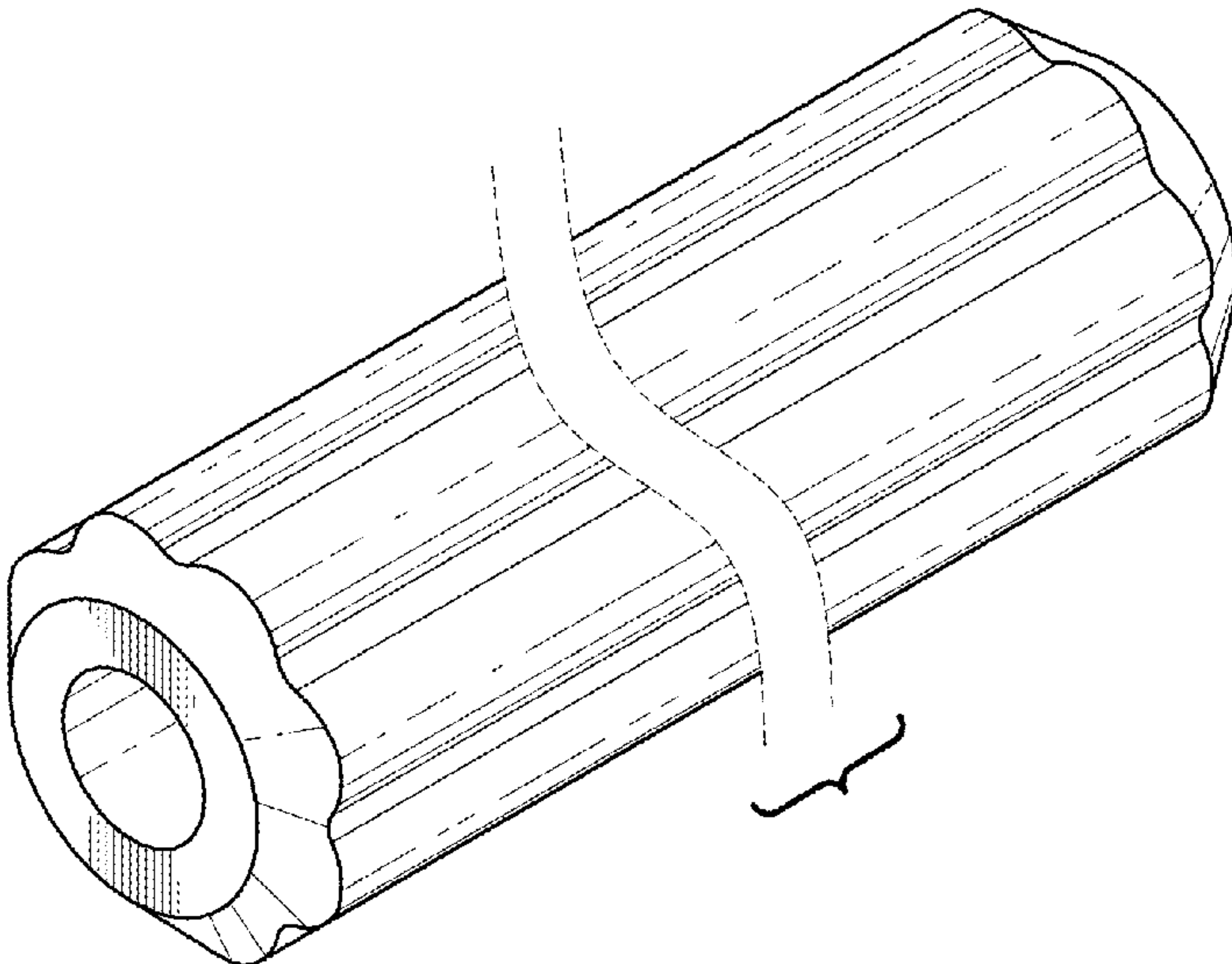
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1 Claim, 4 Drawing Sheets



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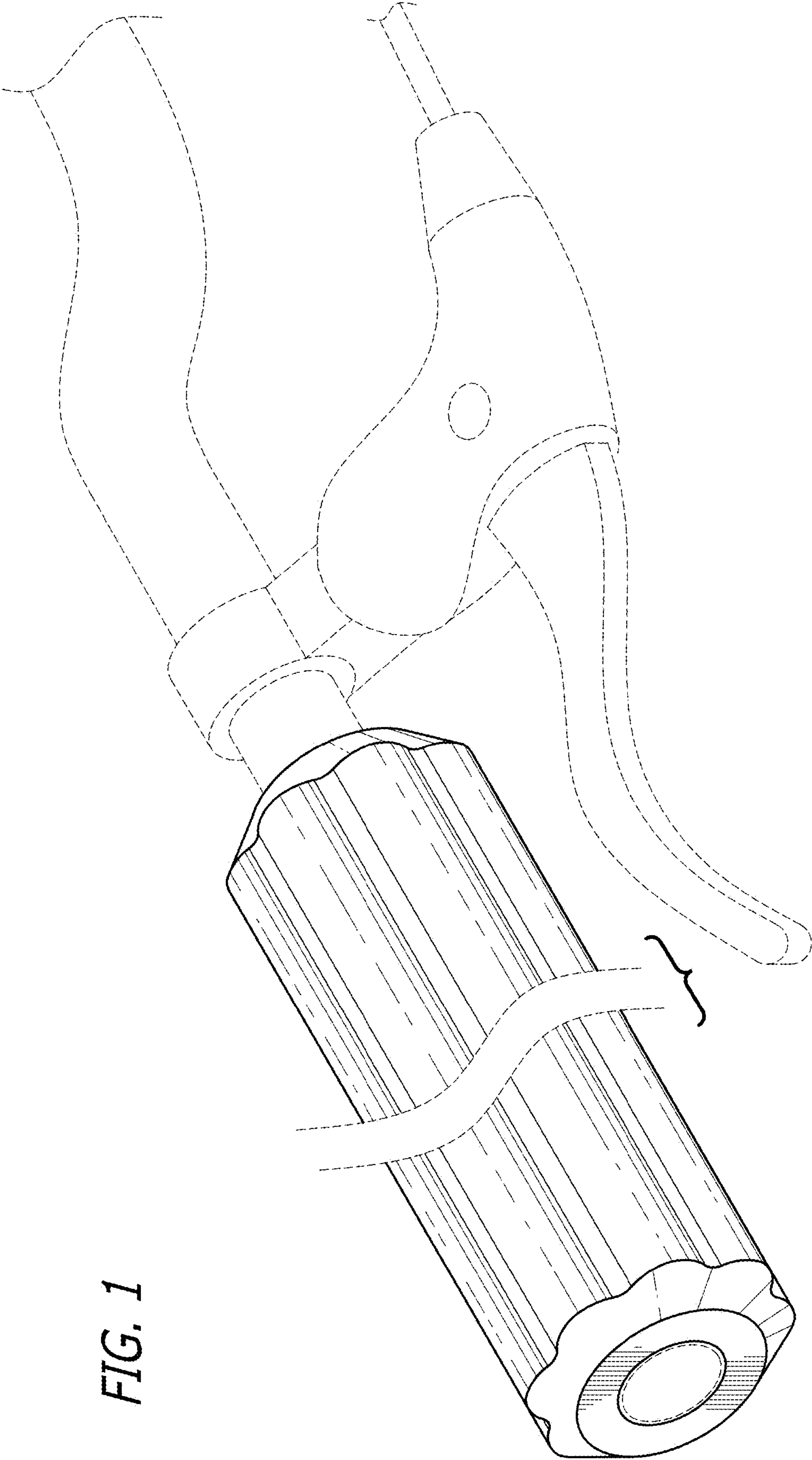


FIG. 1

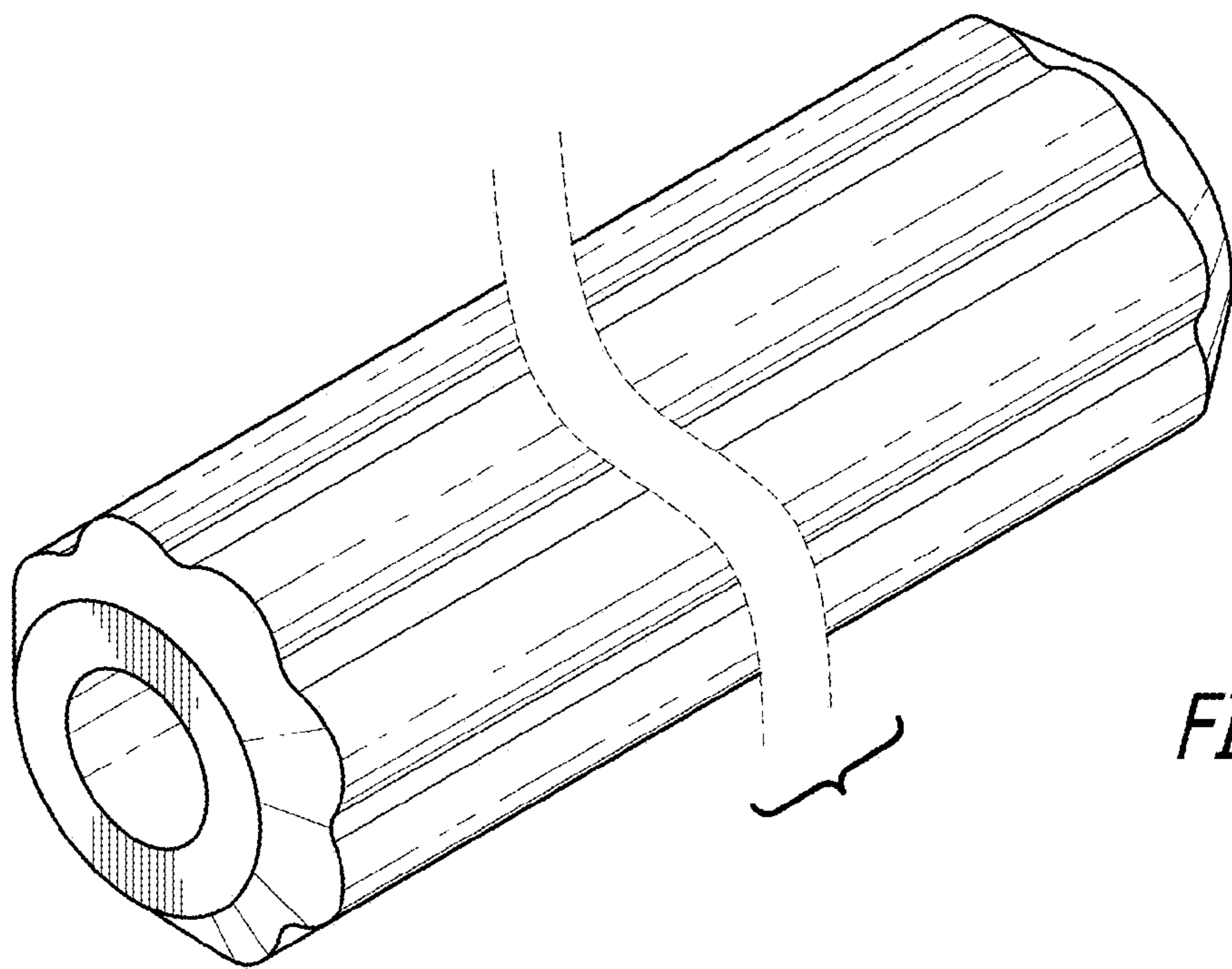


FIG. 2

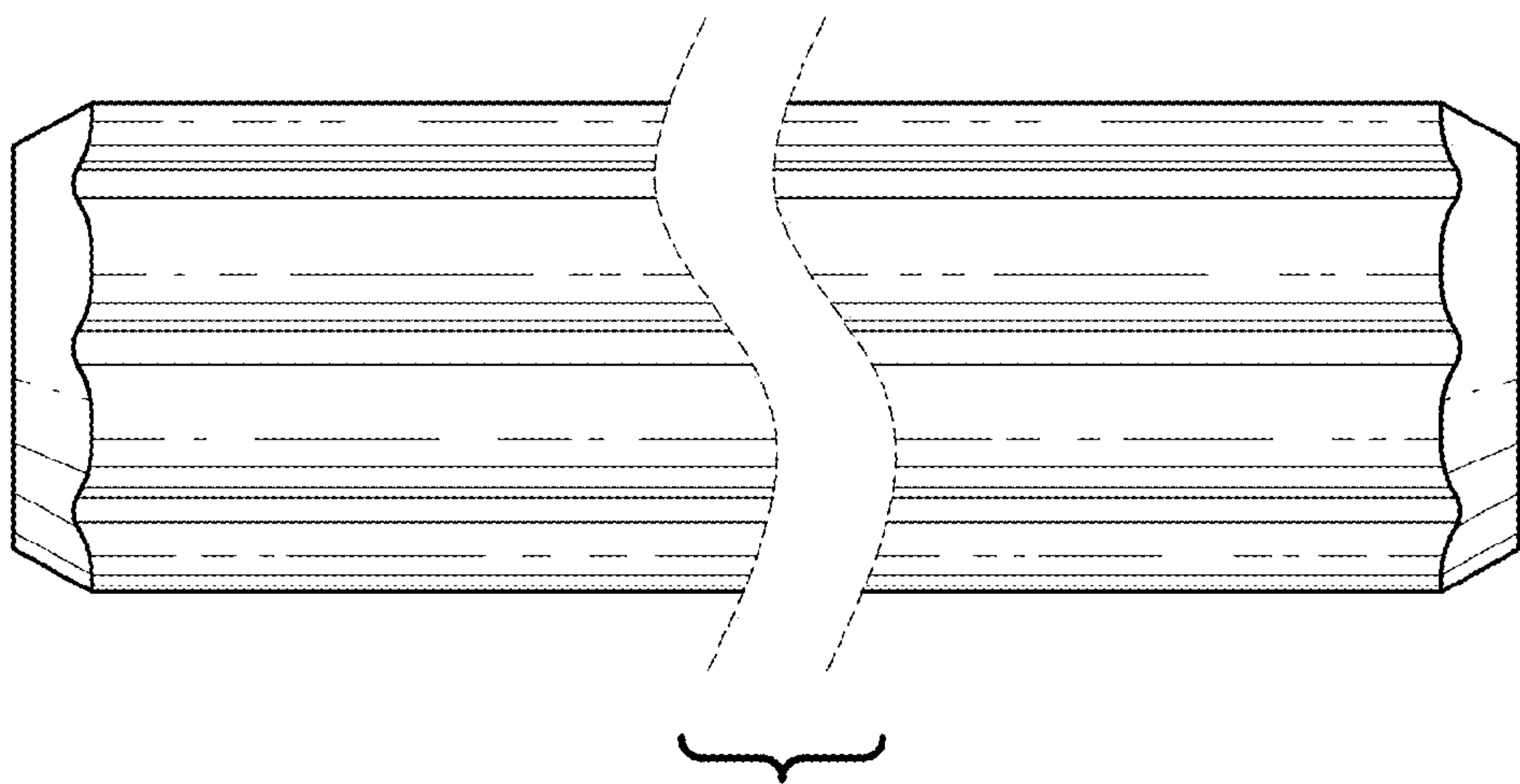


FIG. 3

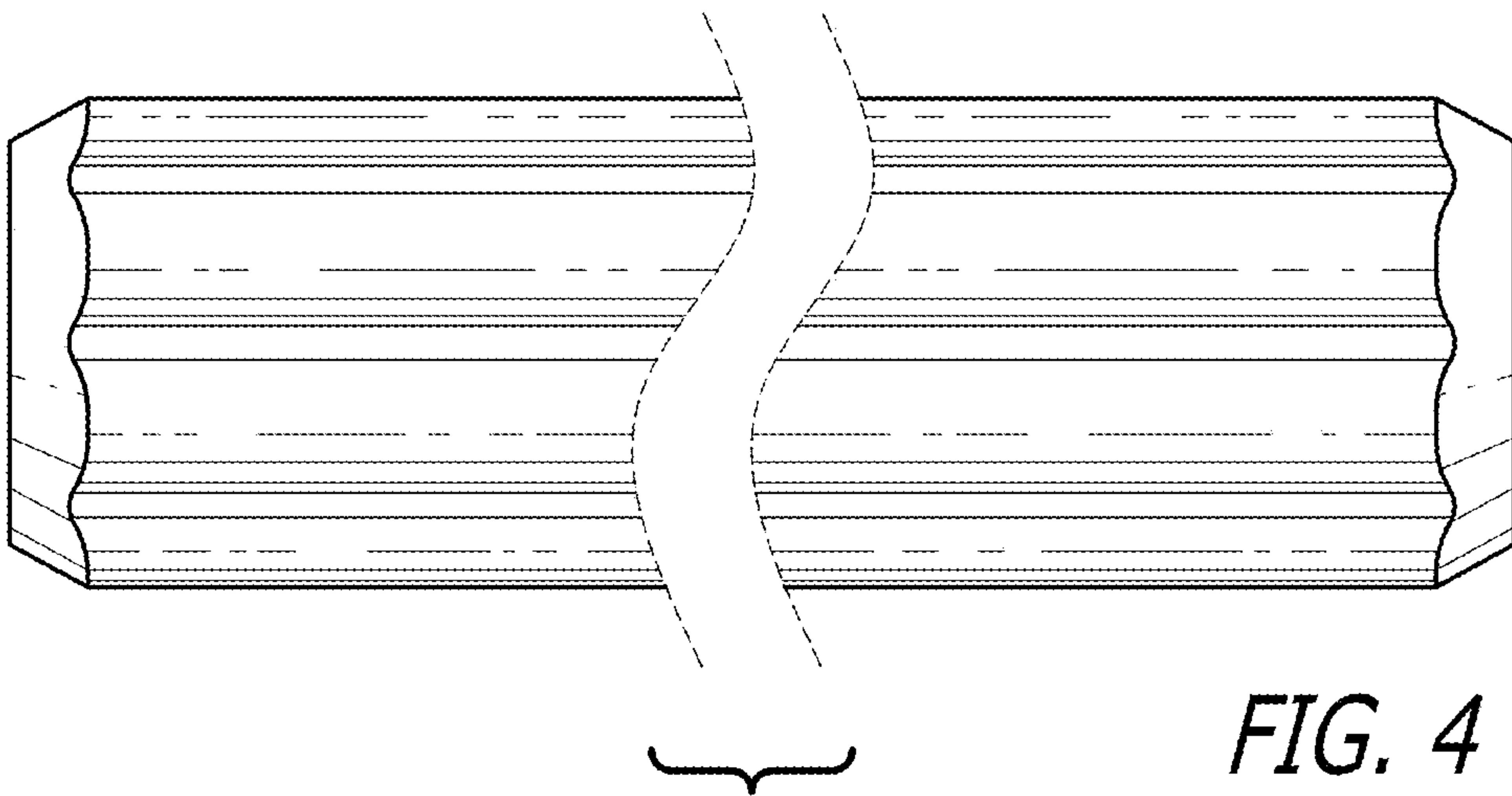


FIG. 4

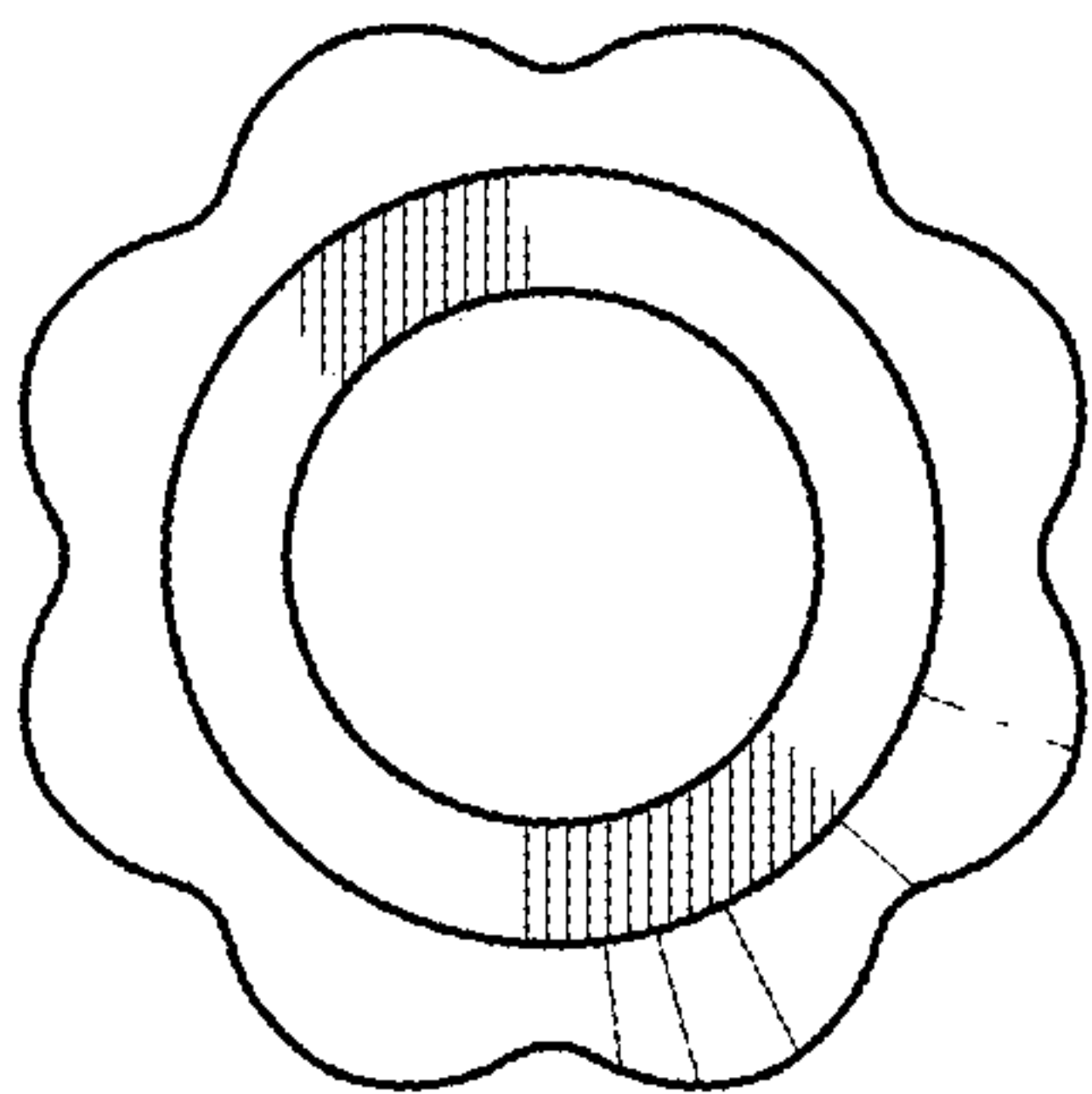


FIG. 5

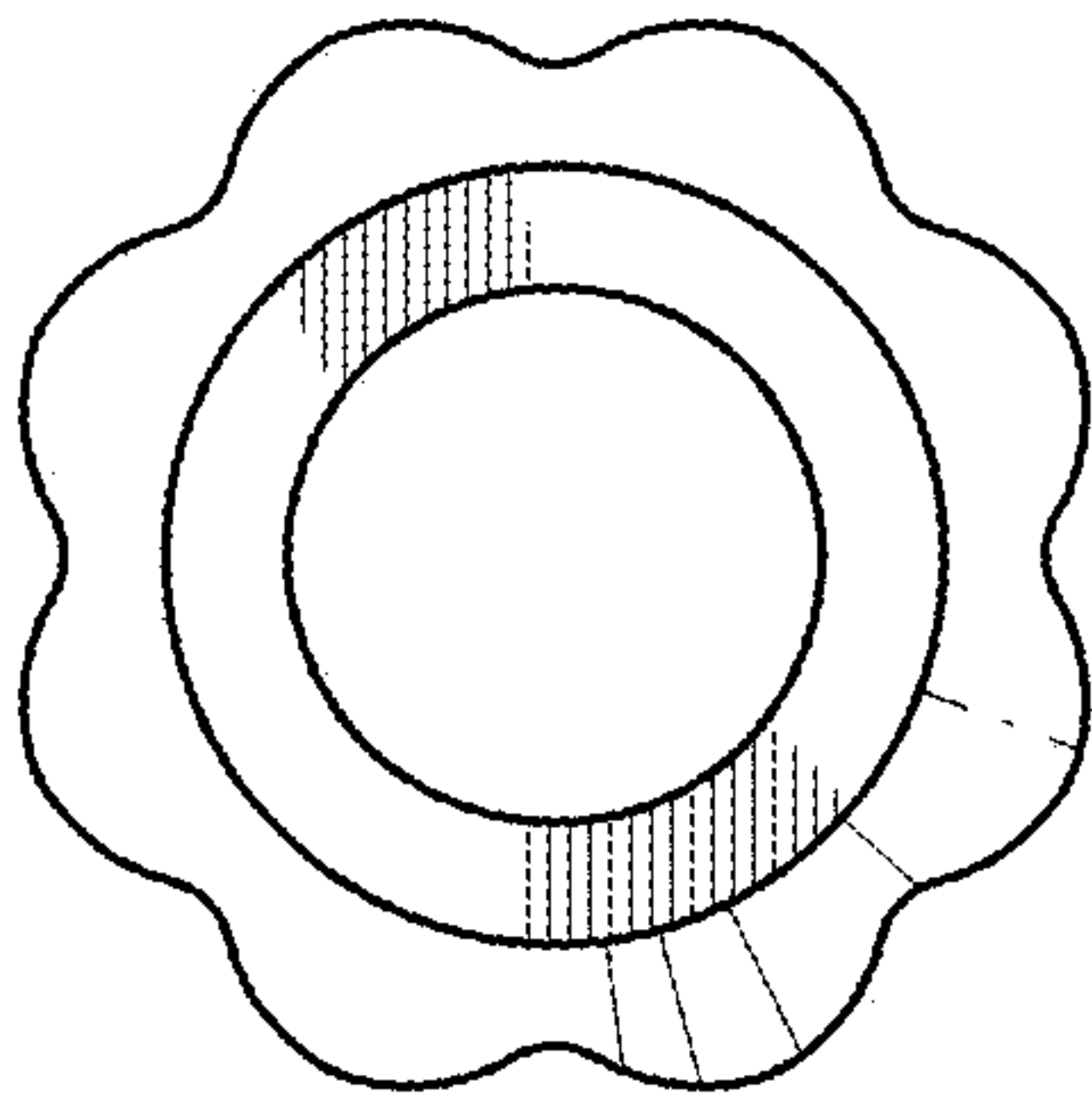


FIG. 6

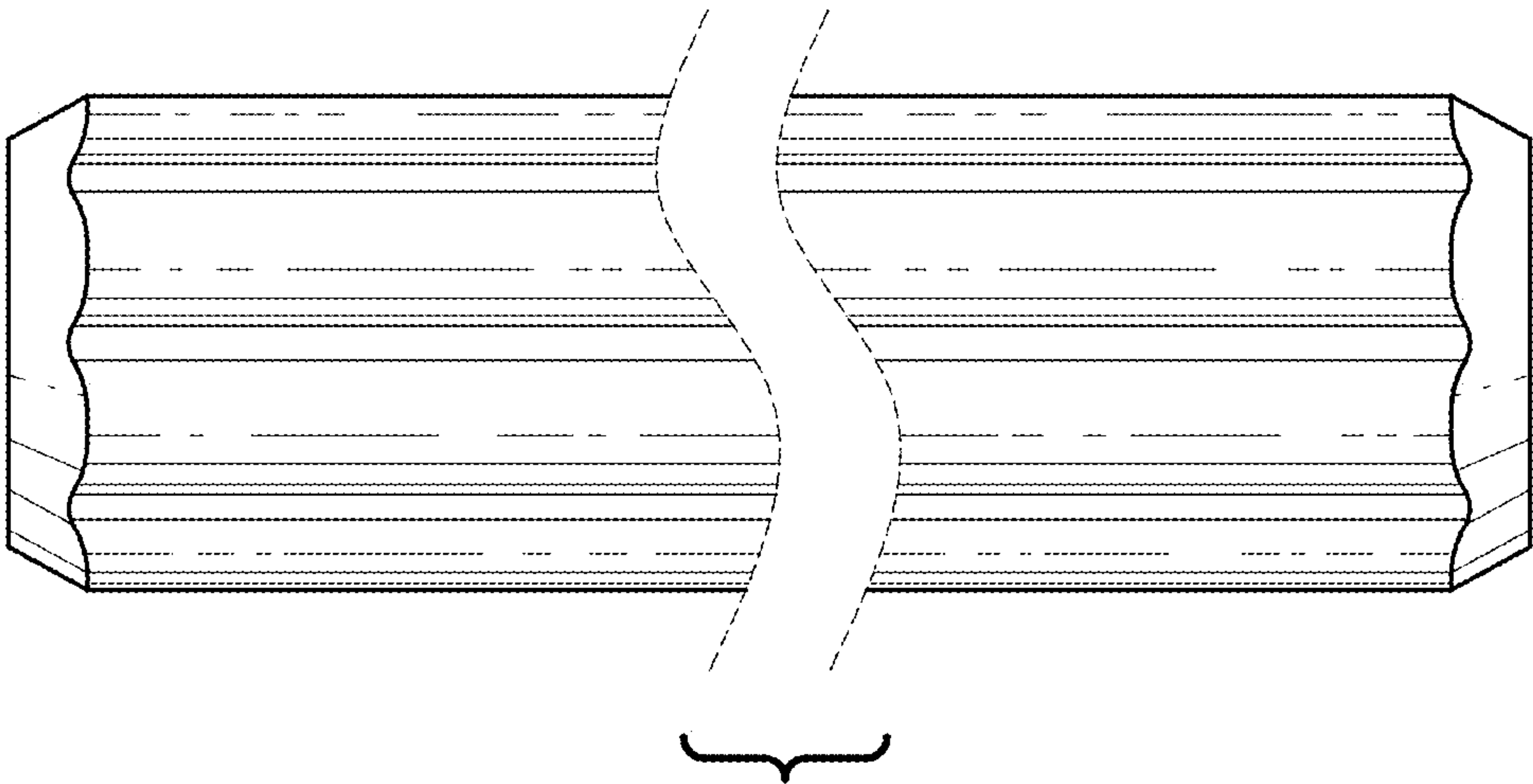


FIG. 7

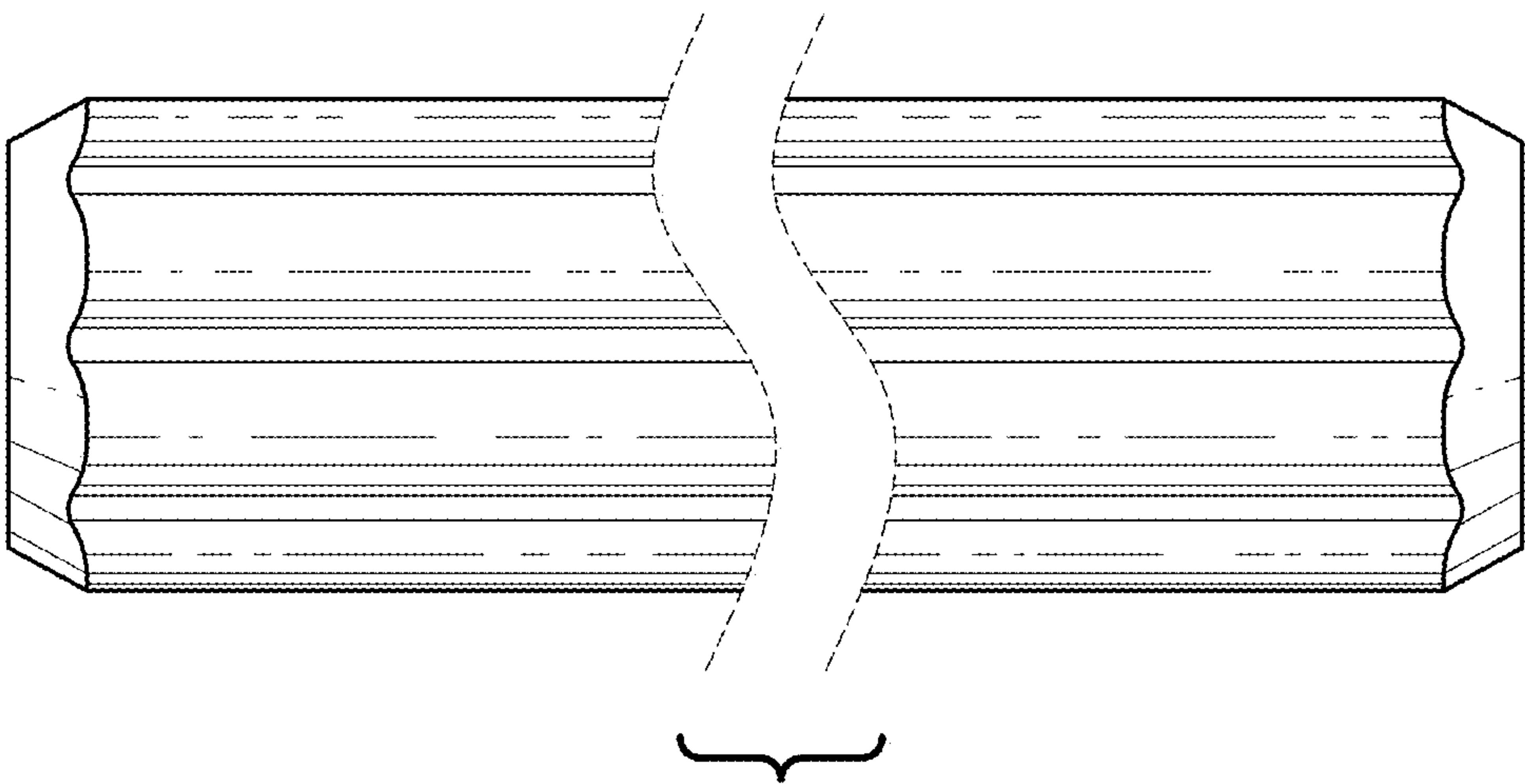


FIG. 8