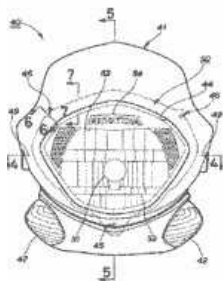
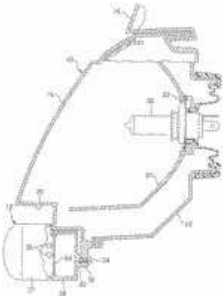
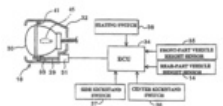
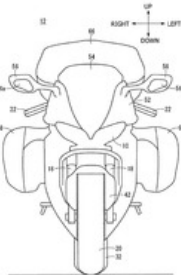
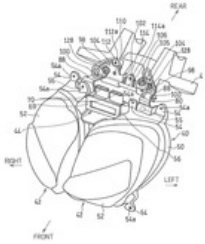
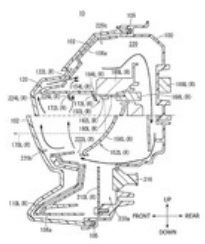
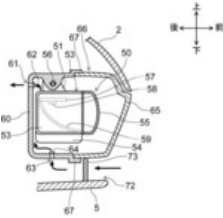
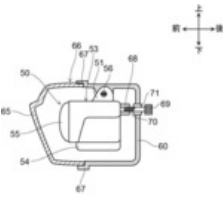
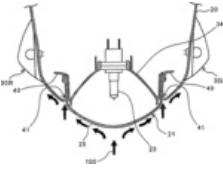
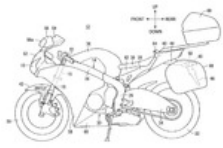
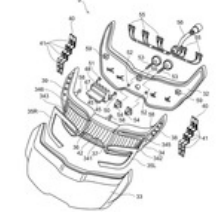
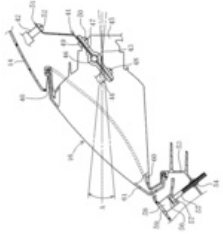
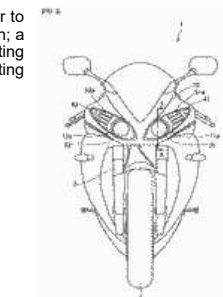


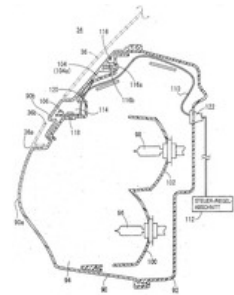
686 results for ((motorcycle)/TI/AB/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (side 3d cowl)/TI/AB/CLMS/DESC/ODES/ICLM/TX AND (headlight or (head 3d light)))/TI/AB/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX) - Collection: FAMPAT

#	 Title	Publication number	Publ. date	Applicant/Assignee	
1.	Headlamp for motorcycle and fitting structure of headlamp for motorcycle	BRPI0200813	2002-05-28	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To reduce the number of part items and enhance the decorative effect of a headlamp for a motorcycle. SOLUTION: An expanded part 63 is formed in the edge 62a of a reflector 62, an emblem 64 is installed in the expanded part 63, and the expanded part 63 and the emblem 64 are covered with a lens 53 in the headlamp for the motorcycle composed of a bulb 51, the reflector 62, and the lens 53.					
2.	Motorcycle front lighting apparatus structure	CN101275728	2008-10-01	HONDA MOTOR*	
To provide a front lighting apparatus structure for a motorcycle that allows a position light to be made larger easily and is advantageous in terms of cost of repair and the like. The motorcycle front lighting apparatus structure includes a headlight (10) and a position light (12) provided according to the headlight (10). In this structure, the position light (12) is disposed in a condition protruding downwardly from a lower edge of the headlight (10).					
3.	Method of and apparatus for adjusting a motorcycle headlight, and motorcycle incorporating same	US20090248256	2009-10-01	HONDA MOTOR*	
A headlight optical axis adjustment apparatus for motorcycle includes an ECU for adjusting an optical axis of a headlight in accordance with a vehicle body attitude. The apparatus includes a center kickstand switch and a side kickstand switch for detecting respective positions of a center kickstand and a side kickstand of the motorcycle. When either of the kickstands is in a deployed position thereof, the ECU is operated to adjust the optical axis of a headlight to a previously set initial direction, regardless of detection outputs from a front vehicle height sensor and a rear vehicle height sensor. The front vehicle height sensor and the rear vehicle height sensor respectively detect the vehicle heights at the front part of the vehicle body and the rear part of the vehicle body. The vehicle heights are represented by compression and decompression amounts of suspensions.					
4.	Headlight device for motorcycle	US20140293629	2014-10-02	HONDA MOTOR*	
A headlight device for a motorcycle that enables substrates with LED light sources mounted thereon to be disposed efficiently while securing such required functions as the external appearance quality of a shape like eyes that are turned up at the corners, light distribution characteristics, etc. In the headlight device for the motorcycle, a plurality of reflectors provided correspondingly to a plurality of substrates having headlight light sources mounted thereon are disposed in such shapes so as to be turned up, like eyes that are turned up at the corners, in a direction away from a center line in an external view. Each of upper surface parts of the reflectors is substantially horizontal and is in a stepped form relative to the adjacent upper surface part. The substrates are disposed substantially horizontally at the upper surface parts.					
5.	Motorcycle	WO2014091826	2014-06-19	KAWASAKI HEAVY INDUSTRIES*	
A headlight device (40) for a motorcycle is accommodated in a front fairing (30). The headlight device (40) includes lamp units (42) using LEDs as light sources (46a, 48a), and a power supply circuit unit (44) which controls power from a power supply and supplies the power to the light sources (46a, 48a). The power supply circuit unit (44) is accommodated in a recess (56) provided in an upper portion of the lamp units (42).					
6.	Headlight device for motorcycle	US20140293628	2014-10-02	HONDA MOTOR*	
A headlight device for a motorcycle that can enhance cooling efficiency inexpensively, without using any special device. In the headlight device for the motorcycle, reflectors are provided with inlet parts through which cooling air is taken into an inside space. In addition, a louver provided on the upper sides of the reflectors is provided, at a position close to an outer lens, with openings through which the air in the inside space is discharged into an inside space.					

7.	Motorcycle led headlight device	JP2013203247	2013-10-07	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a motorcycle LED headlight device capable of efficiently cooling a light unit while the light unit is supported aimably in a predetermined casing.SOLUTION: A motorcycle LED headlight device has: a light unit 50 including an LED light source 58, an LED substrate 57 for adjusting light quantity of the light source, a heat sink 54 for cooling the light source, a light unit casing 53 for containing the light source and the LED substrate, and a light unit lens 55 mounted on the casing for transmitting the radiation light of the light source at the front side of a vehicle body; a housing 60 for containing the light unit; a support part 51 for supporting the light unit aimably with respect to the housing; and an outer lens 65 mounted on the light unit at an opening of the housing at a front portion of the vehicle body. The heat sink is located in a space near the lower portion in the housing. 
8.	Led headlight device for motorcycle	JP2016175643	2016-10-06	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide an LED headlight device for motorcycle capable of efficiently performing cooling of a light unit.SOLUTION: An LED headlight device for motorcycle has a light unit 50 including an LED light source 58, control means 57 for performing light amount adjustment of the LED light source 58, a light unit case 53 for accommodating the LED light source 58 and the control means 57, a light unit lens 55 mounted on the light unit case 53 and for transmitting irradiation light of the LED light source 58 at the vehicle body front side and cooling means 54 for cooling the LED light source 58, and it is disposed in front of a front cowl 2. At least one part of the cooling means 54 is projected downward of the light unit case 53 in a vehicle body front view. At least one part of the cooling means 54 is arranged further back side of the vehicle body than a boundary between the light unit case 53 and the light unit lens 55.SELECTED DRAWING: Figure 6 
9.	Motor cycle headlight device, has lens attached at front lining, where section of lens faces outer side of opening section, and projection section that extends in vehicle width direction, provided at each side surface in width direction	BRPI0704064	2007-12-26	HONDA MOTOR*	The device (21) has a lamp (23), used as light-emitting source, and a lens in contact with a housing to allow radiated light of the lamp to pass through, where the lens is attached at a front lining (20) of a motor cycle. A section of the lens faces an outer side of an opening section, which is formed in the lining, at which the lining is attached, while supported such that an optical axis is adjusted in a vertical direction with respect to the lining. A projection section (40) extending in a vehicle width direction, is provided at each side surface in the width direction. 
10.	Headlight device for motorcycle	US20140293627	2014-10-02	HONDA MOTOR*	A headlight device for a motorcycle that is able to emit a light beam in a predetermined shape and in a sufficient light emission amount. The headlight device for the motorcycle includes light guide light sources provided separately from headlight light sources that lights the front side. Light guide members serve to emit a light beam in a predetermined shape, based on light beams emitted from the light guide light sources. In this case, those portions of a first extension at which the light guide members are mounted are configured as reflective parts that reflect forward a rearwardly radiated portion of the light beam emitted from the light guide members. 
11.	Headlight device of motorcycle	WO2013145895	2013-10-03	HONDA MOTOR*	In this headlight in which the low beam and the high beam from LED light sources are integrated, necessary light distribution characteristics as a headlight are attained without overly accentuating a light emission image of the high beam. A high-beam reflector (341) is provided below high-beam LED light sources (46) in order to reflect light from the high-beam LED light sources (46) toward the front of a vehicle. Each low-beam reflector (342, 343) is positioned below low-beam LED light sources (45) in order to reflect light from the low-beam LED light sources (45) toward the front of the vehicle. The low-beam LED light sources (45) are positioned on the right and left sides of the high-beam LED light sources (46) and anterior to the high-beam LED light sources (46). The high-beam reflector (341) is longer than the low-beam reflectors (342, 343) in the front-back direction, and the low-beam reflectors (342, 343) are positioned anterior to the high-beam reflector (341). 
12.	Head light mounting structure	CN1597422	2005-03-23	HONDA MOTOR*	PROBLEM TO BE SOLVED: To facilitate head light mounting with simple structure for the head light mounting structure equipped with an aiming mechanism for especially adjusting an optical axis of the head light in scooter type motorcycle or the like. SOLUTION: A head light bracket 41 is disposed inside of the head light 16 along an upper half side of a head light opening part 40, and screwed on bosses 42, 42, 44, 44. Aiming shafts 43, 43 projectingly formed on the both right and left side parts of the head light 16 are rotatably supported on the side parts 67 provided on the right and left of the head light bracket 41. An aiming stay 53 is provided on a lower end part of the head light 16, and a bracket 57 supporting a head part 56 of an aiming screw 55 adjusting a slide nut 54 engaging therewith. COPYRIGHT: (C)2005,JPO&NCIPI 
13.	Motorcycle front portion	EP2106992	2009-10-07	YAMAHA MOTOR*	A motorcycle (1) can include a front cowl (10) for covering a front side of a vehicle body; a headlight light source to be provided in the front cowl (10); a first transmissive cover to be provided on a front side of the headlight light source; a light reflection portion to be provided apart from the headlight light source to an outer side in a vehicle width direction; a second transmissive cover to be configured as a separate body from the first transmissive cover and to be provided on a front side of the light reflection portion; and a connecting member including a first peripheral portion that surrounds the first transmissive cover, a second peripheral portion that surrounds the second transmissive cover, and a connecting portions that interconnects between the first peripheral portion and the second peripheral portion. 

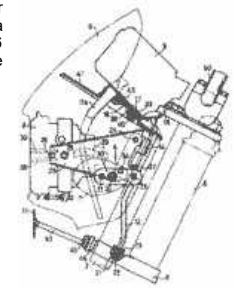
14.	Headlight unit for motorcycle, has extension that is secured to inner surface side of lens portion, and photo sensor that is arranged between lens portion and extension	ITTO20130702	2014-03-29	HONDA MOTOR*
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The headlight unit (34) has a light-emitting source that is attached to the main portion. An extension covers the periphery of a reflector, such that the light from the light-emitting source is reflected. A photo sensor is provided for detecting the brightness around the vehicle chassis. The extension is secured to the inner surface side of the lens portion. The photo sensor is arranged between the lens portion and the extension.



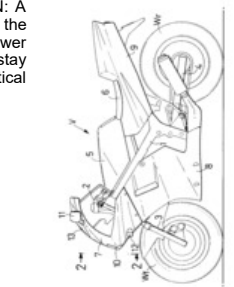
15.	Headlight fitting structure motorcycle	JP06298144	1994-10-25	HONDA MOTOR*
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PURPOSE:To provide a headlight fitting structure in which a front cowl can be detachably fitted in state fitted with wipers. CONSTITUTION:The rear part of an arm member 23 is detachably fitted to a leg member 12 fitted between a bottom bridge 3 and a top bridge 4, and a head light 8 is fitted to the front part of the arm member 23. Further, a guide part 26 is provided on the front part of the arm member 23, and a step part 27 is provided on the rear part. The reinforcing plates 30 of wipers fitted to a front cowl 6 and the front cowl 6 are together fastened to the step part 27 with right and left each one bolt 33. By only removing the bolts 33, the front cowl 6 can be removed in state fitted with the wipers 7, and at fitting the front cowl 6, a guide rail 36 is guided with the guide part 26 so as to quickly position it.



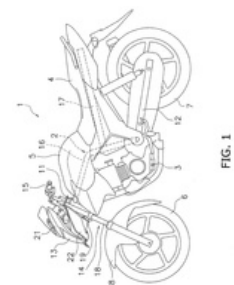
16.	Headlight support structure in motorcycle and motor tricycle	ITTO951008	1995-12-14	HONDA MOTOR*
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PURPOSE: To simultaneously adjust the optical axes of a pair of left and right headlights of a motorcycle and a motor tricycle in the vertical direction. CONSTITUTION: A headlight holding member 14 is fixed by plural bolts 24 to a rear surface of an upper cowl 7 so as to face the rear side of a headlight installing opening part 71 formed in the upper cowl 7. Upper parts of headlights 10 are respectively pivoted on upper walls of left and right headlight housing parts 15 of the headlight holding member 14, and lower parts of the left and right headlights 10 are fixed by a bolt 25 to both left and right ends of an optical axis adjusting stay 22. When a central part of the optical axis adjusting stay 22 is fixed by a bolt 27 to the headlight holding member 14, its fixing position is longitudinally adjusted, and the left and right headlights 10 are vertically swung, and the vertical direction of the left and right optical axes can be simultaneously adjusted.



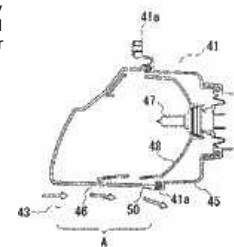
17.	Motorcycle	EP2390170	2011-11-30	YAMAHA MOTOR*
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A motorcycle includes a headlight unit (13), a cowl portion (31), and an attachment portion (32). The headlight unit (13) includes a base member (23) made of resin, and a lens member (24) attached to the base member (23). The cowl portion (31) is a resin member to which the headlight unit (13) is attached. The attachment portion (32) is a portion made of resin and used to attach a license plate (20). The attachment portion (32) protrudes from the base member (23), the lens member (24), or the cowl portion (31), and is integrally molded with the base member (23), the lens member (24), or the cowl portion (31).



18.	Headlight for motorcycle	ITTO20020547	2002-06-21	HONDA MOTOR*
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PROBLEM TO BE SOLVED: To positively guide traveling wind to an engine and the like, to reduce parts count, and to lower an installing position of a headlight. SOLUTION: A headlight 41 is disposed at a front end of an upper cowl covering a motorcycle body from a front part to a side part of the vehicular body. An exposed portion A downwardly exposed without being covered by the upper cowl is provided on a lower surface of the headlight 41. An inclining portion 50 downwardly inclining toward a rear part is formed on a rear portion of the exposed portion A. The inclining portion 50 is formed by increasing the thickness of a member. By the inclining portion, traveling wind passing under the headlight 41 is guided to an engine, a radiator, and the like.



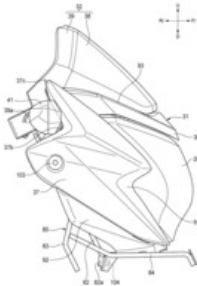
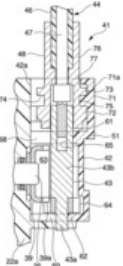
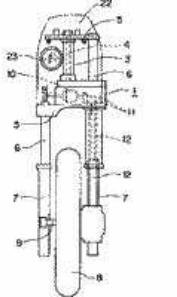
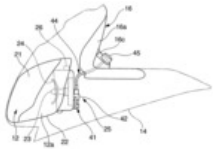
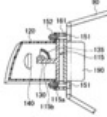
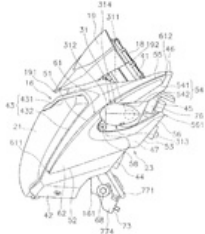
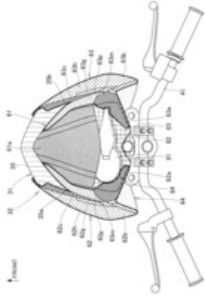
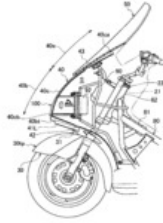
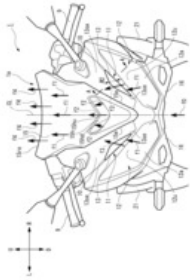
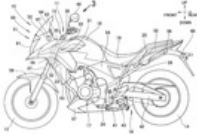
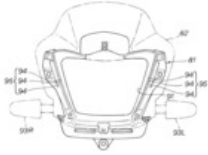
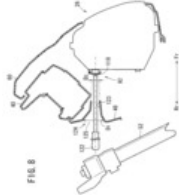
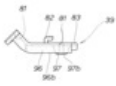
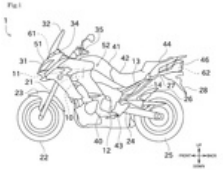
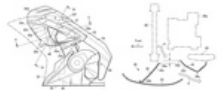
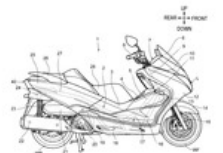
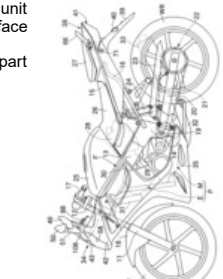
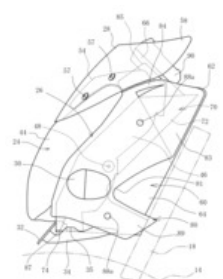
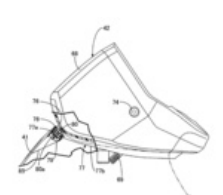
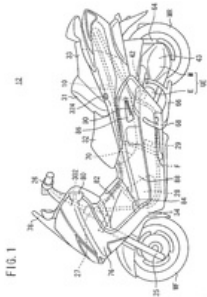
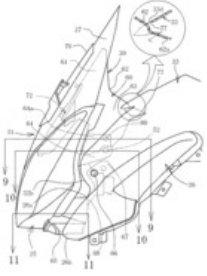
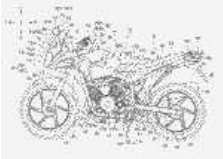
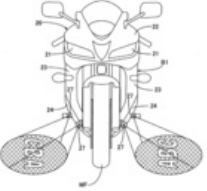
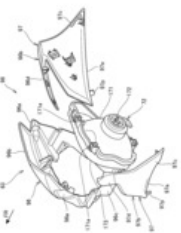
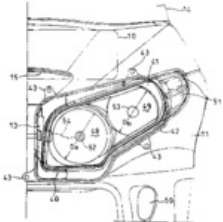
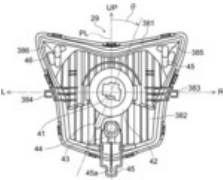
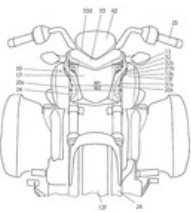
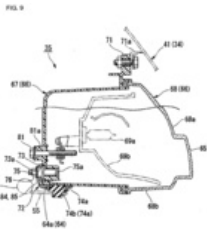
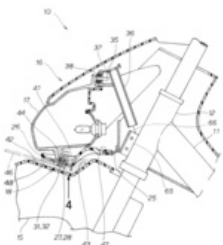
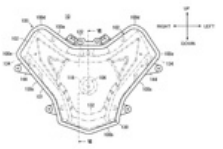
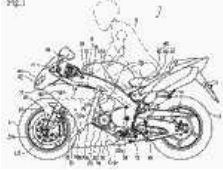
19.	Motorcycle	JP2010228553	2010-10-14	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To provide a motorcycle for reducing the weight of a front cowl, having improved appearance quality by preventing the exposure of a front winker mounting part to the outside. SOLUTION: The motorcycle includes the front cowl 31 covering the circumference of a headlight 26, a meter cover 32 covering at least part of a meter 27 and fixed to the upper part of the front cowl 31, and the winker mounting part 86 fixing a front winker 41 to the side of a body frame 11. Cutout portions 36b, 37b are formed at the rear edges of the side faces of the front cowl 31. The front winker 41 is arranged extending from the cutout portions 36b, 37b. The winker mounting part 86 is covered at least at its front side with the cutout portions 36b, 37b, and the winker mounting part 86 is covered at least at its upper side with the meter cover 32. COPYRIGHT: (C)2011,JPO&INPIT					
20.	Optical axis adjusting device of headlight, and motorcycle	JP2007030788	2007-02-08	YAMAHA MOTOR*	
PROBLEM TO BE SOLVED: To provide an optical axis adjusting device of a headlight which can be easily assembled. SOLUTION: The optical axis adjusting device of the headlight comprises a light body 22, and a shaft member 35 which is turnably supported by the light body 22 to change the angle of the optical axis in the vertical direction by the turn; and further comprises a gear shaft 43 to be engaged with a rear end of the shaft member 35 so as to be orthogonal to the axial direction of the shaft member 35, an operation element (a knob 45 for operation), and a wire 44 which is connected to the operation element to transmit the rotation of the operation element to the gear shaft 43; and still further comprises a gear case 42 which is attachably/detachably mounted on the light body 22. The gear shaft 43 is rotatably supported by the gear case 42. A holding unit 71 for holding the wire 44 on one end side of the gear shaft 43 in the axial direction is provided in the gear case 42. COPYRIGHT: (C)2007,JPO&INPIT					
21.	Head light device for front and rear wheel-driven motorcycle	JPH0585436	1993-04-06	SUZUKI MOTOR*	
PURPOSE: To provide a head light device for front and rear wheel-driven motorcycle capable of installing the head light on a front fork with a drive shaft, etc., at a position recessed backward and reducing inertial generated when a front fork is turned for operation, in the motorcycle in which front and rear wheels are driven. CONSTITUTION: One fork tube 6 is fixed to one side of upper and lower brackets 5 mounted on upper and lower sides of a steering shaft 4, respectively, which is passed through a head pipe 3 and mounted rotatably. A drive shaft 12 is positioned at its front side. The upper end of the other fork tube 6 is fixed to the other side of the lower bracket 5 and a light cowl 22 is fixed to the front of the upper and lower brackets 5. Then, the light cowl 22 is deviated toward the other fork tube 6 side to install a head light 23.					
22.	Headlight optical axis adjustment apparatus and motorcycle	JP3143468	2008-07-02	YAMAHA MOTOR*	
PROBLEM TO BE SOLVED: Can be assembled easily headlight optical axis adjustment device can be provided. SOLUTION: Lamp body 22 and, light body 22 is rotatably supported, rotated in the vertical direction of the optical axis by varying the angle of the shaft member. At a rear end portion of the shaft member, the axial direction of the shaft member so as to intersect the meshed gear and shaft, and the operator (operation knob 45), connected to the operating elements, operating elements for transmitting the rotation of the gear axle wire 44 is provided. The lamp members 22 configured to be removably attached to the gear case 42 further provided. The gear shaft, a gear case 42 are rotatably supported. A gear case 42 is, at one end of the gear shaft in the axial direction of the wire 44 holding portion is provided. SELECTED DRAWING: Fig. 4					
23.	Motorcycle	JP2010125897	2010-06-10	YAMAHA MOTOR*	
PROBLEM TO BE SOLVED: To provide a motorcycle for attaining efficient heat dissipation from a headlight unit and not becoming obstructive to free layout at a vehicle front part in the motorcycle equipped with the headlight unit using an LED as a light source. SOLUTION: The headlight unit 100 is provided with a headlight housing 110 including a base part 115 on which the LED 130 is mounted, and a light cover 120 that permeates light of the LED 130 at a part positioned in the front of the LED 130. The motorcycle is provided with a metallic bolt 151 transmitting heat of the headlight housing 110 to the outside of the headlight housing 110, and a heat sink 190 jointed to the metallic bolt 151 and a stay 90 for transmitting the heat transmitted to the metallic bolt 151 to the stay 90. COPYRIGHT: (C)2010,JPO&INPIT					
24.	Motorcycle	BR102013026071	2014-04-29	YAMAHA MOTOR*	
A motorcycle comprising a headlight cover covering lateral sides of a headlight (21), a side cover (23) a front edge (51) of which as seen in a side view of the vehicle is disposed rearward of a front edge (43) of the headlight cover, a flasher (31) disposed above a headlight bulb and below an upper end of the headlight (21) wherein the side cover (23) includes an upper surface portion (61) which is disposed so as to cover at least a portion of a leg portion (311) of the flasher (31) from above and from the front and the upper surface portion (61) extends from a position below and forward of the flasher (31) to a position above and rearward of the flasher (31) as seen in a side view of the vehicle.					

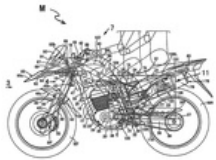
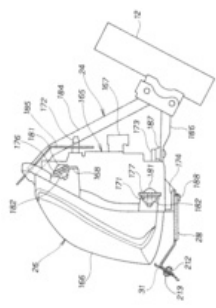
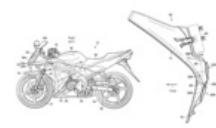
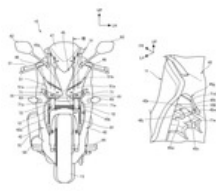
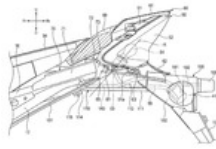
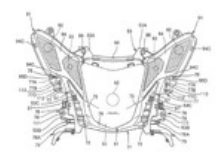
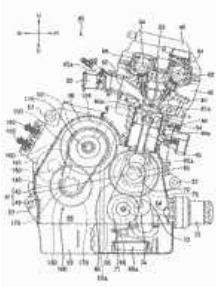
FIG. 3

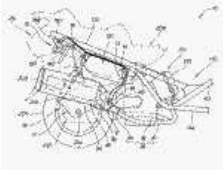
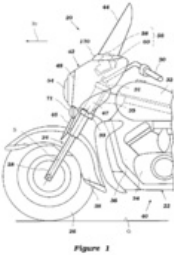
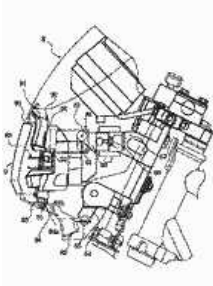
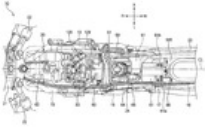
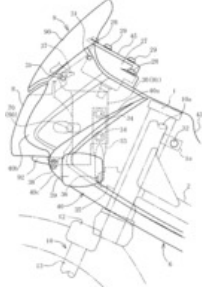
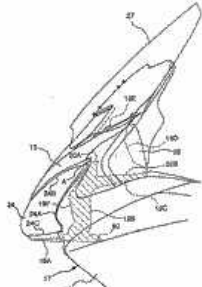
25.	Front cover structure of motorcycle	CN101844595	2010-09-29	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a front cover structure of a motorcycle for restraining the generation of a turbulent flow, and easily controlling a travel wind of striking on a driver. SOLUTION: In this front cover structure of the motorcycle, a headlight 31 is fixed to a front part of a vehicle, and a screen 61a is formed above this headlight 31, and side cowls 62 and 63 are arranged on the right and left so as to sandwich the headlight 31 and the screen 61a. At least a part of a rear end part of the side cowls 62 and 63 forms turning-in parts 62a and 63a turning in up to the rear of the screen 61a. COPYRIGHT: (C)2011,JPO&INPIT 
26.	Motorcycle	JP2010125898	2010-06-10	YAMAHA MOTOR*	PROBLEM TO BE SOLVED: To provide a motorcycle for attaining efficient heat dissipation from a headlight unit and not becoming obstructive to free layout at a vehicle front part in the motorcycle equipped with the headlight unit using an LED as a light source. SOLUTION: The motorcycle 10 includes a headlight unit 100 using a light emitting diode as a light source. A heat sink 92 is disposed in space S of a front cowl 40. Besides, a traveling wind guide 31 and a traveling wind guide 41 guiding traveling wind flowing in between a front fender 30 and the front cowl 40 toward the heat sink 92 is provided. COPYRIGHT: (C)2010,JPO&INPIT 
27.	Front cowl structure of motor cycle	JP2016159881	2016-09-05	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a front cowl structure which smooths flow of travel wind flowing along a front cowl provided in a vehicle front part. SOLUTION: A front cowl structure of a motor cycle 1 includes: a headlight 12 provided in a vehicle front part 1a; a front cowl 10 which is disposed so as to enclose an outer periphery of the headlight 12; and a shield 15 disposed at the upper side of the front cowl 10. In the front cowl 10, a trough part 11 which is recessed to the inner side of the vehicle is formed between the headlight 12 and the shield 15. An opening 13 which flows travel wind to the rear surface side of the front cowl 10 is formed in the trough part 11. SELECTED DRAWING: Figure 2 
28.	Headlight support structure for saddle type vehicle	BR102013022054	2013-09-10	HONDA MOTOR*	A saddle type vehicle provided with a headlight stay structure which permits a harness laying operation to be carried out easily. A motorcycle (10) is provided with a headlight stay (70) which is supported on a head pipe (21) and extends toward the vehicle front side from the head pipe (21), and a headlight unit (61) attached to the headlight stay (70). The headlight stay (70) includes a first stay (71) extending forward from the head pipe (21), in side view of the vehicle, a second stay (72L) which is supported in a cantilever manner by a front portion of the first stay (71) and extends rearwardly upward. The headlight unit (61) is partly disposed on the front side of the second stay (72L) and is so disposed as to overlap with the first stay (71). 
29.	Cowl structure of motorcycle	BRPI0800770	2008-04-22	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a front cowl structure of a motorcycle capable of offering an enhanced outside appearance around the headlight and enhanced sense of quality. SOLUTION: A front cowl 35 is composed of an inner cowl 81 surrounding the headlight 36 when viewed from the front and an outer cowl 82 surrounding further the periphery of the inner cowl 81. The inner cowl 81 is furnished with a left and a right stepped part 95 consisting of a plurality of folded parts 94 when viewed from the front, and these stepped parts 95 are provided in the part covered with the outer cowl 82. A fastening member 77 to fasten the outer cowl 82 to the inner cowl 81 is installed on the stepped parts 95. COPYRIGHT: (C)2009,JPO&INPIT 
30.	Optical axis adjusting structure of motorcycle	CN101844593	2010-09-29	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide an optical axis adjusting structure of a motorcycle capable of smoothly guiding an optical axis adjusting tool to an optical axis adjusting unit, and enhancing the appearance. SOLUTION: The optical axis adjusting structure of the motorcycle 10 having a meter panel 40 and a body cover 48 surrounding the meter panel 40, has a main bolt 118 which is located before the meter panel 40 to adjust the optical axis direction of a headlight 82. The body cover 48 covers the main bolt 118. A cylindrical part 124 which is opened toward the main bolt 118 to guide the optical axis adjusting tool 122 is formed on the body cover 48. The cylindrical part 124 is contracted toward the main bolt 118. COPYRIGHT: (C)2011,JPO&INPIT 
31.	Front structure of motorcycle	JP2012051444	2012-03-15	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a structure that can avoid upsizing of a front cowl in a motorcycle in which a license plate is attached at a front part of a vehicle body. SOLUTION: There is provided a motorcycle 10 in which a license plate 38 is attached to a front of the vehicle body. The motorcycle 10 includes: the front cowl 36 which is attached to a body frame 20, and arranged to a headlight 37 arranged in front of the body frame 20; and a license plate stay 39 which supports the license plate 38 attached on a bottom 54 of this front cowl. On the bottom 54 of the front cowl, a storage recess 71 which contains the license plate stay 39 is provided. A lower surface 55 of the front cowl and a lower surface 56 of the license plate are made almost flush. 

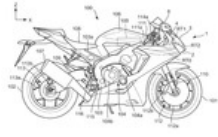
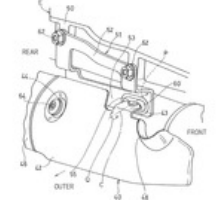
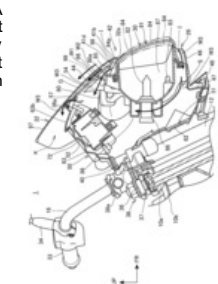
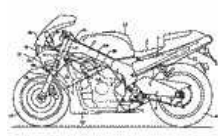
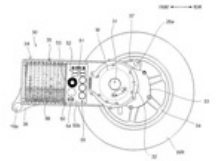
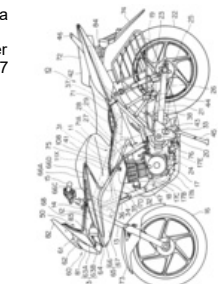
32.	Motorcycle	EP3453600	2019-03-13	KAWASAKI HEAVY INDUSTRIES*	
The motorcycle 1 includes a headlight 31, a taillight 46, and a radar device (a front radar device 61, a rear radar device 62). The headlight 31 includes a part of material that shields the electromagnetic wave. The taillight 46 includes a part of material that shields the electromagnetic wave. The radar device 61, 62 transmits a transmission wave, which is the electromagnetic wave for detecting the surroundings, from a transmission/reception portion, and receives a reflected wave in which the transmission wave is reflected on an object, at the transmission/reception portion. The transmission/reception portion of the radar device 61, 62 is covered by a member with a material that transmits the electromagnetic wave, at least in a range where the transmission wave is transmitted. In a front view, the radar device 61, 62 is arranged outside a front projection area of the headlight 31, or the radar device 61, 62 is arranged outside a rear projection device of the taillight 46, in the rear view.					
33.	Vehicle side cowl with heat exhaust duct	US20090108629	2009-04-30	YAMAHA MARINE* YAMAHA MOTOR	
A vehicle cowl may be arranged on a side portion of a vehicle, and include a duct that extends in a vehicle width direction. The duct may have an inside opening and an outside opening. The inside opening may face inward, toward the vehicle body, and the outside opening may face outward from the vehicle. The cowl may further include a panel for covering a portion of the outside opening. The panel may be arranged so that, when the vehicle is viewed from the front, a portion of the outside opening left uncovered by the panel is shielded by a forward part of the panel, and thus not visible. The vehicle may be a motorcycle.					
34.	Lighting device for motorcycle	ITTO20130217	2013-09-29	HONDA MOTOR*	
A lighting device for a motorcycle includes a first lamp, a second lamp, a first outer proximate portion, and a first inner proximate portion. The first outer proximate portion is provided on one of first and second lenses and extends toward another of the first and second lenses along a surface of said one of the first and second lenses. The first inner proximate portion is provided on said one of the first and second lenses and extends toward said another of the first and second lenses. A first gap is provided between the first outer proximate portion and said another of the first and second lenses. A second gap is provided between the first inner proximate portion and said another of the first and second lenses. The second gap is smaller than the first gap.					
35.	Motorcycle	CA2645626	2009-08-19	HONDA MOTOR*	
The motorcycle (10) includes a head pipe (12), main frames (21L) extending toward the rear left and right sides from the head pipe (12), and a cowl stay (37) which extends forwards from the left and right main frames (21L) and which supports a cowl (35) covering the vehicle. The cowl stay (37) is so disposed that its front end part (37a) is located on the rear side relative to a front end part (17a) of a front wheel (17) and on the front side relative to a tip part (59a) of a head light (59) provided on the front side of the head pipe (12) so as to illuminate the front side of the vehicle. Besides, the cowl stay (37) is disposed above the center-of-gravity position G of the vehicle.					
36.	Lamp mounting structure of motorcycle	BRPI0300134	2003-03-18	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To increase the maintainability of winker lamp bulbs while increasing the freedom degree of design of a front cowl in a motorcycle having a lamp unit formed by disposing winker lamps and a headlamp on a base installed on the front cowl from the rear side installed on the front cowl so that the headlamp and winker lamps face an opening part provided at the front of the front cowl. SOLUTION: A bulb maintaining lid 108 covering a mounting part for mounting the winker lamp bulbs 66 at the rear part of the base 63 is detachably installed on the rear part upper surface of the front cowl 34. COPYRIGHT: (C)2003,JPO					
37.	Support mechanism of headlight	JP2014198528	2014-10-23	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To prevent a clearance which causes damages to the appearance from being formed between a screen and a front cowl during optical axis adjustment even if a headlight and the screen are integrated and the front cowl is supported on a head pipe as a headlight stay.SOLUTION: A screen 28 is integrally attached to an upper part of a headlight 24, and the headlight 24 is swingably supported on a front cowl 26 by an aiming shaft 48 to be positioned by an adjustment bolt 52. The front cowl 26 is supported on a head pipe 20. The front cowl 26 is composed of: a cowl stay 60 attached to the head pipe 20; an inner cowl 70 which is coupled to the cowl stay 60 and supports the headlight 24; and a side cowl 80 which covers the outer side of the inner cowl 70. An overlap part 85 which overlaps with the inner side of a rear extension part 58 formed at a side part rear end of the screen 28 is formed at an upper part of the side cowl 80 protruding therefrom.					
38.	Meter device disposition structure in motorcycle	CN101920742	2010-12-22	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To prevent interference of a meter device with other parts, while enhancing external appearance of a vehicle body front part, and avoid an increase of the size of a front cowl, in a motorcycle disposed with the front cowl for covering at least a headlight in the vehicle body front part and arranged with the meter device in the front cowl closely from the upper side of the front cowl. SOLUTION: In this motorcycle, an opening part 76 opened upward and backward is provided in an upper part of the front cowl 41, and the meter device 42 arranged to cover the opening part 76 from the upper side is provided with a projecting wall 77 along a peripheral edge of the opening part 76 to be overlapped with an upper edge of the opening part 76 in side view. A buffer member 78 abutting on the front cowl 41 at the peripheral edge of the opening part 76 is fixed to the projecting wall 77. COPYRIGHT: (C)2011,JPO&INPIT					

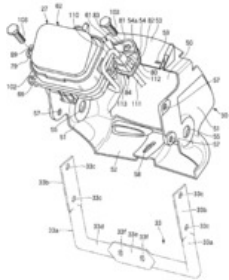
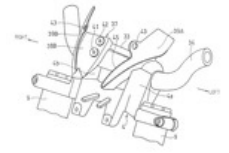
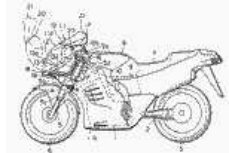
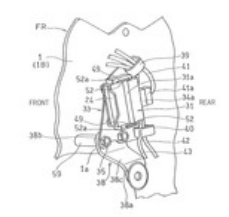
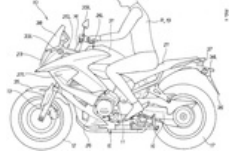
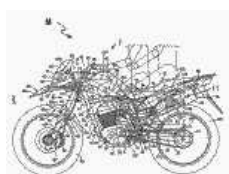
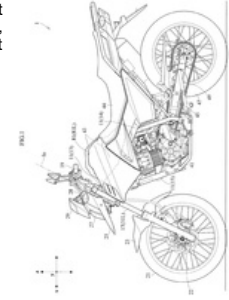
39.	Motorcycle communication device and mounting structure thereof	BRPI0703984	2007-12-26	HONDA MOTOR*	To provide a motorcycle communication device which allows easy card insertion and withdrawal even in a dark place and provides superior environmental resistance, and a mounting structure thereof, and an antenna mounting structure for said motorcycle which suppresses an increase in air resistance and can provide good transmission and reception sensitivity. A mounting structure 300 has a motorcycle communication device 10 including an insertion slot 308 into which a card 306 is inserted, a storage box 70 including a space 70a for storing items such as helmets H1, H2 and an openable and closable riding seat 31 that covers the space 70a, and a light 320 that is provided inside the storage box 70 and turns on when the riding seat 31 is opened. The motorcycle communication device 10 and the light 320 are provided in a right wall surface 326 inside the storage box 70. The insertion slot 308 of the motorcycle communication device 10 is oriented in the direction of the light 320. The motorcycle 12' has a front cowl 76' that covers the front surface of a handlebar 26', a wind screen 78' provided above the front cowl 76', an air guide passage 146' that is open to the front cowl 76' and provided between the front cowl 76' and the handlebar 26', the air guide passage 146' communicating with the back surface side of the wind screen 78', and an antenna 302' that performs transmission and reception of specific information between the vehicle and the outside. The antenna 302' is arranged in a recess 136' of the air guide passage 146'. 
40.	Front cowl structure of motorcycle	CO6040043	2009-05-29	HONDA MOTOR*	PROBLEM TO BE SOLVED: To prevent an appearance from being impaired due to a clearance with a vehicle body cover at rear side in adjusting the aiming of a head light. SOLUTION: A head light cover 30 is mounted to the upper part of the back surface of the head light 25, and a rear extension part 60 is provided at the rear part to be input in a front surface opening part 77 provided on the front surface of an upper cowl 33 positioned at the rear side of the head light 25. A rear extension rib 65 extending to the rear side is provided at the lower part of the back surface of the head light 25 to be input in the inner side of the front part between right and left front wipers 26. Even if the head light 25 is turned around an aiming shaft 52 in adjusting the aiming, the clearance is not formed in the side view since the rear extension part 60 and the rear extension rib 65 are set into the inside of the upper cowl 33 and the front winker 26. COPYRIGHT: (C)2009,JPO&INPIT 
41.	Evaporated fuel treatment device for motorcycle	EP2279936	2011-02-02	HONDA MOTOR*	Object To provide an evaporated fuel treatment device which is so disposed as to enhance the degree of freedom in layout and to lessen the influence of heat. Solving Means An evaporated fuel coming from a fuel tank is fed through a charging pipe into a canister (101), and is reserved there. The charging pipe, an upstream end of which is disposed in the fuel tank, is set to penetrate a side wall of the fuel tank to the outside of the fuel tank. Besides, the canister (101) is disposed between a headlight (70) and the fuel tank in side view and in a swell-shaped recessed portion on the inside of an upper front side cowl portion (80) of a front side cowl (24). 
42.	Motorcycle	JP2010030470	2010-02-12	HONDA MOTOR*	PROBLEM TO BE SOLVED: To enhance visibility from all azimuths including a lateral direction in a motorcycle provided with a head light and a tail light. SOLUTION: The ground at a side of a vehicle body B1 is irradiated by a visibility-enhanced light 27 separated from the head light 21 and the tail light. Since the ground at the side of the vehicle body is irradiated by the visibility-enhanced light 27, the visibility of the motorcycle from all azimuths including the lateral direction can be enhanced, and at night traveling, the existence of the motorcycle can be easily recognized even at right turning and left turning. COPYRIGHT: (C)2010,JPO&INPIT 
43.	Headlight peripheral part support structure of saddle-riding type vehicle	BR102016006364	2016-04-05	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a headlight peripheral part support structure of a saddle-riding type vehicle which enables easy maintenance of a headlight bulb. SOLUTION: In a headlight peripheral part support structure of a saddle-riding type vehicle, a cowl stay is attached to a front end part of a vehicle body frame, a cover member 63 covering a headlight 72 is provided around the headlight 72, and the cover member 63 is supported by the cowl stay. The cover member 63 is attached to an entire periphery of the headlight 72, and the headlight 72 is supported only by the cover member 63. SELECTED DRAWING: Figure 9 
44.	Straddle-type vehicle	EP1759970	2007-03-07	YAMAHA MARINE YAMAHA MOTOR*	The present application relates to a straddle-type vehicle, in particular two-wheeled vehicle, such as a motorcycle, including an engine (10), a fuel tank (7) disposed above the engine (10), and a vehicle body cover (3) covering a front part of a vehicle body, wherein a cooling air passage (52) is provided, which extends between the engine (10) and the fuel tank (7), comprising a heat blocking member (51) separating the cooling air passage (52) into an engine-side cooling air passage (53) and a fuel tank-side cooling air passage (54). 

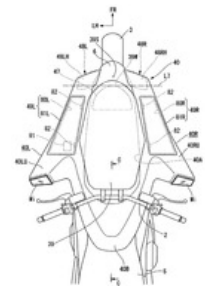
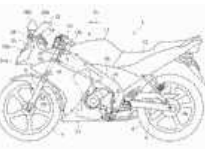
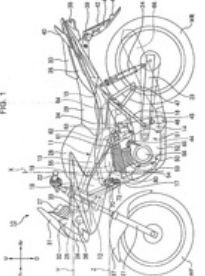
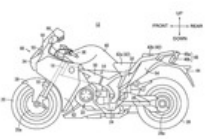
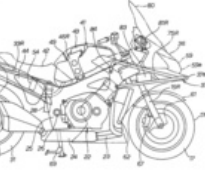
45.	Headlight unit for a vehicle	DE10012896	2000-10-05	HONDA MOTOR*	
46.	Headlight for saddle riding type vehicle	BR102013008086	2013-07-02	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a headlight structure capable of discharging water in a rear cap of a headlight on both conditions in which a vehicle body is inclined by standing up a side stand and the vehicle body stands upright.SOLUTION: A headlight 29 includes a headlight bulb 40, a reflector 38, a lens 39 arranged in front of the headlight bulb 40 and the reflector 38, and a cap 42 for covering a rear part of the headlight bulb 40 by penetrating the center of the reflector 38. A space covered with the reflector 38 and the lens 39 and a ventilation tube 44 for ventilating with the outside are arranged on the cap 42. The ventilation tube 44 is arranged by slightly shifting to either side of a vehicular width direction. The cap 42 has an inclined part 425 wherein its lower part is inclined downward to the ventilation tube 44. 
47.	Structure of headlight cowl	US20140177200	2014-06-26	HONDA MOTOR*	
48.	Headlamp supporting structure for saddle type vehicle	JP2011111030	2011-06-09	HONDA MOTOR*	To achieve, in a headlamp supporting structure for a saddle type vehicle for supporting a headlamp on a front cowl and a cowl stay, reduction of the cost with little change of a headlamp and a supporting structure for the headlamp also upon change of a headlamp.An outer periphery of a headlamp (35) is attached to a front cowl (34), and a stopper bracket (72) is attached to a lower portion of the headlamp (35).An elastic body (64) for fitting with the stopper bracket (72) is attached to a supporting piece (55) of a cowl stay, and the headlamp (35) is elastically supported at a lower portion thereof by the supporting piece (55) of the cowl stay through the elastic body (64). 
49.	Motorcycle	JP2011063203	2011-03-31	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a motorcycle securing ease of work of optical axis adjustment, and reducing distance between a front fender and a front cowl to reduce the size. SOLUTION: In a side view of the motorcycle 10, a recess 41 recessed downward is formed at an upper part of the front fender 15, the bottom of the recess 41 is formed into a flat part 42 extending forward the vehicle, the depth side of the recess 41 is formed into a deep wall 43, and an aiming operation part 18 is disposed to face the flat part 42.A nut 44 is embedded at a lower part of a headlight 17.The lower side of the headlight 17 is fixed to an under cowl 26 through bolts 31, 32.The upper side of the headlight 17 is supported to an attachment part 37, thus securing ease of work, and reducing the distance between the front fender and the front cowl to reduce the size. COPYRIGHT: (C)2011,JPO&INPIT 
50.	Headlamp device	BR102012005751	2012-07-03	HONDA MOTOR*	
51.	Motorcycle	JP3154590	2009-09-30	YAMAHA MOTOR*	

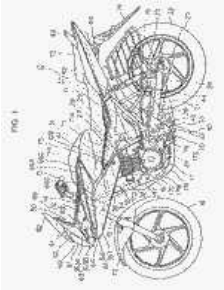
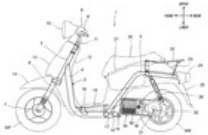
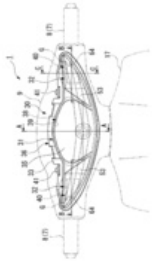
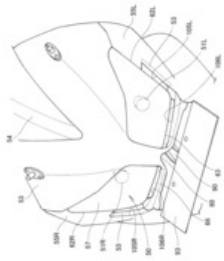
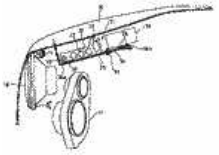
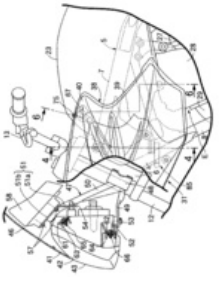
52.	Motorcycle body cover structure and motorcycle incorporating same	US20100001551	2010-01-07	HONDA MOTOR*	
A body cover structure of a motorcycle includes an upper cover arranged at a position above a front wheel operatively attached to a lower end of a front fork steerably supported by a head pipe at a front end of a body frame, and a pair of right and left cowls that cover at least a portion of a fuel tank mounted on the body frame. The upper cover includes a covering portion for covering a portion of a fuel tank, and each overhanging portion including a ridge line portion that ranges to a lower end of the upper cover, when viewed in a side view, is provided with a respective cowl connected to the upper cover with a portion of each cowl overlapped with the rear of the upper cover, such that the overhanging portion extends outwardly beyond the upper cover in a vehicle-width direction.					
53.	License plate mounting structure of motorcycle	CN1530260	2004-09-22	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To reduce the weight and size of a stay by eliminating the need for extending the stay long as in the stay extended forward from a bottom bridge on a front fork side in a conventional structure so that the weight of a motorcycle can be reduced. SOLUTION: This motorcycle is formed by mounting a head lamp 26 on a vehicle body, a front license plate 31 is mounted at the front part of the vehicle body, and the front license plate 31 is mounted on the underside of the head lamp 26. COPYRIGHT: (C)2005,JPO&NCIPI					
54.	Vehicle cowl for deflecting road debris	US20090108630	2009-04-30	YAMAHA MARINE* YAMAHA MOTOR	
A vehicle cowl may comprise a receiving portion formed as a local depression, and one or more openings formed on sides of the receiving portion. The vehicle cowl may be configured to be disposed rearward of a front wheel of a vehicle, the one or more openings to face rearward and the local depression to extend rearward when the vehicle cowl is in place on the vehicle. The receiving portion may be configured to receive and/or deflect an object or substance splashed or thrown up by the front wheel, such as water, mud or road debris, in a position rearward of the front wheel. Moreover, air can flow through the one or more openings on the sides of the receiving portion, to cool heat-generating parts such as the radiator and engine. The vehicle may be a motorcycle.					
55.	Cover fastening structure for saddled vehicle	CA2971376	2016-08-04	HONDA MOTOR*	
Provided is a cover fastening structure for a motorcycle, the cover fastening structure being configured such that a cover member around a headlight can be made smaller in size and, at the same time, highly accurate fastening thereof is possible. The cover fastening structure for the motorcycle includes: a headlight 51 for lighting the front side of the motorcycle; middle cowls 42 as exterior parts for covering lateral sides of the motorcycle; a headlight under cover 71 disposed under the headlight 51 such as to be continuous with the middle cowls 42; and a center upper cowl 45 disposed rearwardly of the headlight under cover 71 such as to cover the lower side of the headlight 51. The headlight under cover 71 includes a rearward extending wall 71d fitted to the center upper cowl 45, and the rearward extending wall 71d is provided with a cutout 71e. The center upper cowl 45 is provided with a solid cylindrical fitting-receiving section 45g. The cutout 71e of the headlight under cover 71 and the fitting-receiving section 45g of the center upper cowl 45 are fastened together by being fitted to each other.					
56.	Motorcycle	WO2011025044	2011-03-03	HONDA MOTOR*	
Provided is a motorcycle in which an attachment angle of a tail light bulb is increased to reduce a distance between a seat and a tail light unit, to improve flexibility of short tail design around a tail light of a motorcycle thereby to enhance appearance of the motorcycle, and to make it easier to insert or remove the tail light bulb.A motorcycle includes a rear cowl 60 attached to a rear part of a vehicle body frame 11, a seat catch 90 arranged on a rear end portion of the vehicle body frame 11 and configured to lock and to unlock an openable/closable seat 27, a tail light unit 50 arranged behind the seat catch 90 and attached to the rear cowl 60, a tail light bulb 54 attached to the tail light unit 50 in a forward-tilted state, and a rear fender 100 covering an upper part of a rear wheel WR.An opening 103 that allows access to the tail light bulb 54 is formed at a portion of the rear fender 100 facing the tail light bulb 54.					
57.	Front structure of straddle type vehicle	EP2532574	2012-12-12	HONDA MOTOR*	
In a structure wherein a separate member is provided in the space between the side portion of headlight and the side cowl, the present invention provides a front structure of straddle type vehicle wherein the joint portion can be precisely positioned, while the increase of width of the front portion of side cowl is prevented. [Means for Solving Problem] A separate air intake cover 71 between the side portion of the headlight 61 and the side cowl 81, and is attached to the headlight stay 53 with the headlight 61, simultaneously, and has the side cowl engaging portions 77B, 76A disposed behind the side cowl 81 and with which the side cowl 81 is engaged in the vicinity of the joint portion G1 with the side cowl 81.					
58.	Power unit for a motorcycle, and motorcycle incorporating same	CN101210510	2008-07-02	HONDA MOTOR*	
A motorcycle is provided with a compact, lightweight power unit that allows for increased maneuverability and increased bank angles while turning. The power unit includes an engine and transmission integrated into a single unit. Often, the balance and maneuverability of a motorcycle are influenced by the heaviest components of the vehicle, such as the engine or power unit. The present advantage is accomplished by providing the power unit with a water pump, oil pump and transmission which are balanced on the motorcycle, limiting the weight variations and protrusions from the motorcycle. This results in allowing the motorcycle to achieve greater bank angles for better turning speeds and maneuverability. It desirable to keep the vehicle center of gravity as low as possible in a motorcycle which is likely to lean steeply around corners. The present arrangement provides the vehicle with a lower center of gravity thereby increasing maneuverability.					

59.	Exhaust control system for motorcycle	EP1510673	2005-03-02	HONDA MOTOR*	
An exhaust pipe is connected to an engine (211) with a muffler (34) attached to an exhaust pipe (39). An exhaust valve (12) is provided for controlling the flow rate of an exhaust gas on the side of the exhaust pipe (39). A recessed portion is directed toward the center of the vehicle body and is formed on the side of the swing arm with the exhaust valve(12) being disposed in front in the vicinity of the recessed portion. Operating wires (13,14) are laid along an air cleaner case so as to open and close the exhaust valve. A servo motor (15) is disposed at such a position that it can be covered with the seat cowl so as to drive the operating wires (13,14). The muffler (34) is provided with a muffler protector (35) and a cover portion (49) that integral extends from the muffler protector (35) with the exhaust valve (12) being covered with the cover portion (49).					
60.	Motorcycle fairing	JP2000128049	2000-05-09	YAMAHA MARINE* YAMAHA MOTOR	
A motorcycle features an improved fairing. The fairing generally comprises a forward panel and a rear panel. The forward panel includes an aperture for a headlight while the rear panel includes apertures for gauges and speakers. By removing the forward panel, a mounting stay and a cavity are revealed. The headlight and the various features secured in the rear panel are mounted to the stay within the cavity. The stay is connected to the frame of the motorcycle and carries the weight of the fairing. An engaging member positively locates the headlight within the forward panel of the fairing when the forward panel is reattached to the motorcycle following maintenance. When the forward panel removed for maintenance, an opening is provided into the cavity defined between the forward panel and the rear panel and the cavity is exposed in both forward and lateral directions.					
61.	Motorcycle	JP2000108972	2000-04-18	YAMAHA MOTOR*	
PROBLEM TO BE SOLVED: To assemble a headlight with simple constitution, with a small number of part items and at a low cost. SOLUTION: In this motorcycle with a front cowl 8 provided on the front side of a body and with a headlight 9 assembled to the front cowl 8, assembling arm parts 92 are protrusively provided on both sides of the headlight 9, while the assembling arm parts 92 are placed at an assembling part 83 for assembling the headlight 9 inside the front cowl 8, in such a way as to support it from below, and the lower part of the headlight 9 is clamp-fixed by a clamping member piercing a lower fitting part 84 of the front cowl 8.					
62.	Motorcycle	WO2011025043	2011-03-03	HONDA MOTOR*	
To provide a motorcycle in which a distinction between a main harness and ABS pipes can be easily made to enhance flexibility of packaging design of the motorcycle and to facilitate operations for assembly and piping, thereby improving productivity of the motorcycle. A main harness 50 for supplying electric power from a battery 61 to multiple electric components 62 to 67 is arranged on one side in a right-to-left direction of a vehicle 10, and ABS pipes 101, 102 and 106 for transmitting a hydraulic pressure to a brake caliper 74 are arranged on the other side in the right-to-left direction of the vehicle 10.					
63.	Motorcycle body cover	BRPI0603078	2006-09-19	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To cover a side of a headlight 8 and a front cowl 9 by using a body cover to cover a main frame in a backbone type body frame. SOLUTION: A head pipe 1 is provided on a front end of a backbone type main frame 2 to turnably support a steering stem 10a. A fork bracket 12 extending in the right-to-left direction is integrated with a lower end of the steering stem 10a, and a fork cylinder 13 is provided on the right and left sides of the fork bracket 12 to support a front wheel 14. A front end 40 (50) of a front cover (6, 7) to cover the right and left sides of the main frame 2 extends forward of the head pipe 1 by using an open front cover arrangement space formed above the fork bracket 12 to cover each side of the head light 8 and the front cowl 9 supported in front of the head pipe 1. COPYRIGHT: (C)2007,JPO&INPIT					
64.	Motorcycle	GB0219975	2002-10-02	HONDA MOTOR*	
A motorcycle cowling comprises an upper cowl 19, lower cowl 20 and rear view mirror 25. The upper and lower cowl overlap where they join and the mirror is mounted so that the joint is concealed. An area of the lower cowl surrounds the engine and is split into two further portions wherein the joining surface of these two portions is an inclined surface which ascends towards the rear of the motorcycle. A recess 23 is formed in part of the inclined surface, this acts as an air intake which obviates the need for a portion projecting outward of the cowling. The shape of the lower cowl and intake are such that the running wind is directed away from the rider's legs. (From GB2379432 A)					

65.	Motorcycle	WO2010137621	2010-12-02	YAMAHA MARINE YAMAHA MOTOR*	It is intended in a motorcycle to inhibit increase in air resistance and inhibit wind and mud from hitting a rider during travelling of the motorcycle. A side cover (30) includes a first side cover (31) and a second side cover (32). The first side cover (31) is disposed laterally outwards of a head pipe (11a) and a front fork (15). The second side cover (32) is disposed laterally outwards of a portion of the first side cover (31) positioned laterally outward of the head pipe (11a) and the front fork (15). The lateral end of the second side cover (32) is positioned laterally outwards of the first side cover (31). A rear edge (31d) of the first side cover (31) is at least partially positioned rearwards of a rear edge (32b) of the second side cover (32).	
66.	Front structure of saddle ride type vehicle	EP3222505	2017-09-27	HONDA MOTOR*	A front structure of a saddle ride type vehicle includes a headlight unit, a front cowl, and a middle cowl. At a position outside the headlight unit in the vehicle width direction, an air intake portion opening to the front side of the vehicle is formed between the front cowl and the middle cowl. The front cowl includes a partition wall configured to divide the air intake portion into an upper region and a lower region. The lower region forms an inlet of an air intake path of an air cleaner. The upper region forms a first wind guide path configured to discharge a traveling wind to the rear side of the front cowl.	
67.	Exhaust system for motorcycle with exhaust pipe side cover	WO2014188837	2014-11-27	KAWASAKI HEAVY INDUSTRIES*	An exhaust pipe side covering has a rear portion supported by a muffler or an exhaust pipe of an exhaust device and also has a front portion supported by a motorcycle body through a bracket, thereby covering the exhaust pipe from outside. A projecting piece projecting inwardly of a motorcycle widthwise direction is formed in an inner side surface of a front portion of a main body of the exhaust pipe side covering and a screw insertion hole is formed in the vicinity of a projecting piece in the main body. The bracket is formed with a plug-in hole, with which the projecting piece is engaged by plugging in, and a threaded hole. A mounting screw member is engaged in the threaded hole through the screw insertion hole. The section of the projecting piece transverse to a projecting direction thereof is of an elongated shape.	
68.	Front cowl structure of saddle-riding type vehicle	CN204341290	2015-05-20	HONDA MOTOR*	PROBLEM TO BE SOLVED: To make it possible to reduce an influence of travel air, which enters between a head light and a front cowl, with a simple structure.SOLUTION: A front cowl structure of a saddle-riding type vehicle includes: a headlight 30 which is provided on a front face of a two-wheeled motor vehicle 1 and radiates forwards; a front cowl 26 which covers the top and bottom, and left and right of the headlight 30, and has a front face upper surface part 44 which extends to a rear upper direction continuously with an upper edge 84a of the headlight 30 and flows travel air towards the headlight 30 to the rear upper direction; and a wind screen 32 which is attached above the front face upper surface part 44 of the front cowl 26 with a predetermined gap G and extends above an upper end of the front cowl 26. In the front cowl structure, a communication port 57 extending to a lower face of the wind screen 32 is provided at a position covered by the wind screen 32 on the front face upper surface part 44 of the front cowl 26.	
69.	Cooling air introducing structure for motorcycle	JP05105152	1993-04-27	HONDA MOTOR*	PURPOSE: To discharge the hot air over a radiator without separately using an air introducing duct by opening a cooling air introducing port on the side surface of a cowl in front of a radiator and integrally installing a cooling air guide piece inside the side surface of the cowl on the side of the radiator. CONSTITUTION: The main cowl 21 of a motorcycle consists of an under cowl 22 covering an engine 6, left and right middle cowls 23 for covering the cylinder part 6a of the engine 6 and a front radiator 7, and an upper cowl 24 covering a headlight 18, etc. In this case, at the center part on the side surface of the lower half part of the upper cowl 24, a cooling wind introducing inlet 27 which is opened, positioned in front of the upper part of the radiator 7 is arranged. Further, on the inside surface in the upper part of the middle cowl 23, a guide piece 31 which is close to the side surface part of the radiator 7 is formed integrally. Further, the guide piece 31 is formed to a rearward rising form so that the cooling wind which flows from the cooling wind introducing port 27 is directed upwardly for the radiator 7. COPYRIGHT: (C)1993,JPO&Japio	
70.	Control device of electric motorcycle	CA2808994	2012-03-08	HONDA MOTOR*	Provided is a control device of an electric motorcycle that is increased in heat dissipation of heating elements included in the control unit and is also increased in placement efficiency. A battery (56) is disposed close to a through-hole (19a) of a swing shaft (19) that pivotally supports a swing arm (30) on a vehicle body frame (2) so as to be freely swingable at a position closer to the front of the vehicle body in the swing arm (30). An electric motor (M) is disposed close to an axle (32) of a rear wheel (WR) at a position closer to the rear of the vehicle body in the swing arm (30). A board (50) serving as a control device that is disposed with a planar portion oriented in a vehicle width direction includes a control board (50a) which has a control element having a small calorific value and on which a drive circuit for controlling the electric motor (M) is disposed and a heating element board (50b) which has a heating element having a large calorific value and on which a charging circuit for charging the battery (56) is disposed. The control board (50a) is disposed at a position outside of the battery (56) in the vehicle width direction, and the heating element board (50b) is disposed at a position rearward of the vehicle body with respect to the control board (50a) and forward of the vehicle body with respect to the motor (M).	
71.	Cowl structure for motorcycle	JP2009083677	2009-04-23	HONDA MOTOR*	PROBLEM TO BE SOLVED: To provide a cowl structure for a motorcycle capable of properly making a traveling wind from the vehicle body flow to a rider and an engine in a simple shape. SOLUTION: A front side cowl 65 on the side of a front cowl 60 extends in a substantially V shape backward with a front part of the front cowl 60 as the apex, and has an upper front side cowl part 66 covering a side surface of a fuel tank 41 by extending backward and upward and a lower front side cowl part 67 covering an upper part of the engine 17 by extending backward and downward. COPYRIGHT: (C)2009,JPO&INPIT	

72.	Meter device for motorcycle	BRPI0604489	2006-12-26	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To provide a meter device for a motorcycle capable of reducing the number of parts and cost. SOLUTION: This meter device 27 for a motorcycle encloses a display 90 inside a meter case 61 and covers the upper portion of the display 90 with a lens 62. The meter case 61 is integrally formed with a coupler holder 84 for holding a coupler 112 which connects a meter cord 110 of the display 90 with a connected cord 111. COPYRIGHT: (C)2007,JPO&INPIT					
73.	Motorcycle position lamp attachment structure	WO2014103856	2014-07-03	KAWASAKI HEAVY INDUSTRIES*	
A position lamp mounting structure (32) is provided separately from a support structure for a headlamp. The position lamp mounting structure (32) includes a top bridge (41) for supporting an upper portion of a front fork assembly (9), a handle holder (33) for sandwiching a handlebar (34) between it and the top bridge (4), a lamp holder (37) provided in the handle holder (33), and a lamp unit (40) fitted to the lamp holder (37). The lamp unit (40) includes a position lamp (44) built therein.					
74.	Crash helmet storage device for motorcycles	IT8848214	1988-07-21	HONDA MOTOR*	
A crash helmet storage device in a motorcycle having a front cowl having a portion covering at least an area in front of a handlebar of the motorcycle. The crash helmet storage device comprises a receptacle disposed in the front cowl and having an open front side, a front cover serving as a component of the front cowl and positioned in front of the receptacle, and a pair of side covers serving as other components of the front cowl and covering lateral sides of the receptacle. The front cover is separate from the side covers and act as a lid for selectively opening and covering the open front side of the receptacle.					
75.	Motorcycle immobilizer amplifier mount structure	WO2014174856	2014-10-30	KAWASAKI HEAVY INDUSTRIES*	
A motorcycle immobilizer amplifier mount structure that allows arrangement in the front portion of a motorcycle body to be simplified while reducing the size of an ignition switch, and prevents an immobilizer amplifier (24) from being exposed to a high temperature of a combustion engine (E). In the immobilizer amplifier mount structure, immobilization signal output section (23) is incorporated in an ignition switch unit (SU), and the immobilizer amplifier (24) amplifies an immobilization signal from the immobilization signal output section (23), and is mounted rearward of a cylinder head (29) of the combustion engine (E) on an inner surface of an intermediate portion, in a longitudinal direction, in a pair of left and right frame pieces (1A, 1B) forming a part of a motorcycle frame structure (FR).					
76.	Fairing structure for straddle-ride type vehicle	EP2436583	2012-04-04	HONDA MOTOR*	
It is an object of the present invention to provide a fairing structure for a straddle-ride type vehicle in which during the turning of the vehicle, the direction of the vehicle can be changed by a smaller force to make maneuverability light. A motorcycle (10) includes a headlight (23) and side covers (24L, 24R) disposed rearward of the headlight (23) and laterally of the body frame (11). The side covers (24L, 24R) include respective main body portions (41L, 41R), and respective beaked portions (42L, 42R) disposed to extend vehicle-forward from the respective main body portions (41L, 41R) and each shaped like a beak as viewed from the side of the vehicle. Upper side cowls (25L, 25R) are installed above the respective beaked portions (42L, 42R) and rearward of the headlight (23). The upper side cowls (25L, 25R) are provided with respective window portions (44L, 44R) opening laterally of the vehicle. Thus, a portion of running-air is allowed to pass through the window portions (44L, 44R).					
77.	Muffler assembly and pseudo muffler assembly for a motorcycle, and motorcycle incorporating the same	US20100000818	2010-01-07	HONDA MOTOR*	
A motorcycle includes a muffler assembly including a muffler and a muffler cover arranged on one side of a rear wheel in a lateral direction. The motorcycle also includes a housing box resembling the muffler assembly and arranged substantially parallel to the muffler assembly on the other side of the rear wheel in the lateral direction. The housing box has a shape substantially similar to a shape of the muffler assembly, thereby forming a pseudo muffler assembly or replica muffler assembly.					
78.	Saddle riding type vehicle	BR102014020559	2014-09-23	YAMAHA MOTOR*	
A saddle riding type vehicle (1) including a head tube (13), a front fork (17) rotatably supported by the head tube (13), a handlebar (19) supported by an upper part of the front fork (17), a front wheel (21) supported by a lower part of the front fork (17), a lower fender (23) supported by the front fork (17) for covering an area above the front wheel (21), an upper fender (25) supported by the front fork (17) and disposed above the lower fender (23) and a headlight unit (27) supported by the front fork (17) wherein the front wheel (21), the lower fender (23), the upper fender (25) and the headlight unit (27) are integrally turnable with operation of the handlebar (19).					

79.	Saddle type vehicle	US20140226350	2014-08-14	HONDA MOTOR*	
To provide a saddle type vehicle wherein the visibility thereof can be improved. The saddle type vehicle 1 includes a headlamp 47 configured to illuminate the front of the vehicle and position lamps 48L and 48R configured to emit light for the visibility of the vehicle. The position lamps 48L and 48R are disposed in left and right pair in front of the headlamp 47. Further, the left and right position lamps 48L and 48R are disposed in such a manner as to sandwich the headlamp 47 therebetween as viewed in front elevation.					
80.	Motorcycle	USD538203	2007-03-13	HONDA MOTOR*	
The said industrial design consists of the features of shape, configuration and ornamentation of the motorcycle shown in the drawings. The most significant features of the design are the headlight, the rear combination lamp, and the combined cowl and fuel tank cover; the generally symmetrical combined cowl and fuel tank cover has a rear portion which merges smoothly into a front portion; the rear portion has a smoothly curved upper surface which merges into large rear scalloped areas situated on each side of the curved upper surface; the combined cowl and fuel tank cover curves forwardly and inwards in a generally bullet-like shape with a forwardly-inclined depression situated part-way along the generally bullet-like shape; the inclined depression merges into a slotted opening in the side of the generally bullet-like shape; an elongated narrow generally V-shaped opening in side elevation in either side of the combined cowl and fuel tank cover separates the bullet-like shaped portion of the combined cowl and fuel tank cover from the upper front portion thereof; the two V-shaped openings merge across the front of the cowl and fuel tank cover to form the opening for the headlight; the upper portion of the combined cowl fuel tank cover curves smoothly upwards and inwards away from the V-shaped openings and has an inwardly extending lip portion extending along the upper edge of the V-shaped openings and across the front surface of the combined cowl and fuel tank cover; the lip portion and the adjacent surface of cowl and fuel tank cover form a shape corner spaced close to and following the contour of the edge of the V-shaped openings; the generally symmetrical headlight has a transparent front surface which extends the height of the V-shaped openings and curves downwards and rearwards to the lower edge of the front portion of the opening; the transparent front surface has protuberances on either side thereof in line with lights situated behind the transparent front surface; the generally symmetrical rear combination lamp extends across the upper rear and part way along each side of the rear portion of the motorcycle; the narrow rear combination lamp tapers to a pointed area along each side of the rear portion of the motorcycle and the lower edge of the rear combination lamp in rear elevation is slightly concave; the rear combination lamp is slightly enlarged and has rounded ends in rear elevation. Representations of the design are shown in the figures wherein: Fig. 1 is a right side elevation view of the design for a motorcycle; Fig. 2 is a left side elevation view thereof; Fig. 3 is a top plan view thereof; Fig. 4 is a rear elevation view thereof; Fig. 5 is a front elevation view thereof; Fig. 6 is a front perspective view from the right of the motorcycle; and Fig. 7 is a rear perspective view from the left of the motorcycle. Diagrams of the design are included.					
81.	Side mirror of motorcycle and motorcycle therewith	CN101423092	2009-05-06	YAMAHA MARINE* YAMAHA MOTOR	
A side mirror includes a mount seat mounted to a front cowl that covers a portion of the front of a vehicle body, a mirror stay supported on the mount seat with a basal end thereof supported in a turnable manner, and a mirror provided at a tip end of the mirror stay. The mount seat includes a base portion 41a extended in one direction and mounted to the front cowl, and a support portion provided on the base portion 41a to support the basal end of the mirror stay so that a direction Dp in which a turning shaft of the mirror stay extends is inclined to a length direction DL of the base portion. With this structure, a side mirror increased in degree of freedom in selecting a mount position on a front cowl can be provided.					
82.	Motorcycle with inclination sensor	CN101659303	2010-03-03	HONDA MOTOR*	
A motorcycle 10 is provided with a vehicle body frame 11 which includes a main frame 13 extending rearward from a head pipe 12, and a down tube 17 extending downward from the head pipe 12. A gusset 18 is joined to a rear portion of the head pipe 12, a front portion of the main frame 13, and an upper portion of the down tube 17 in order to reinforce a periphery of the head pipe 12. An inclination sensor 70 for detecting a tilt angle of the motorcycle 10 is arranged laterally of the gusset 18. The position of the inclination sensor 70 makes it easier to attach and detach it, and can improve maintainability.					
83.	Traction control device and method for a motorcycle	BR102013008110	2013-07-09	HONDA MOTOR*	
A traction control device for a motorcycle eliminates a need for a waiting time for detecting an amount of change in a vehicle state and a subsequent prediction time, and can execute quick traction control. The traction control device includes an engine driving force control unit, for calculating a real slip ratio of the motorcycle, setting a target slip ratio according to a driving state of the motorcycle, and controlling a driving force of an engine so that the real slip ratio becomes the target slip ratio. The traction control device also includes a throttle grip opening degree sensor for detecting an opening degree of a throttle grip; and a bank angle sensor for detecting a bank angle of the motorcycle. The engine driving force control unit calculates the target slip ratio on a basis of the throttle opening degree and the bank angle of the motorcycle.					
84.	Motorcycle	WO2011104749	2011-09-01	HONDA MOTOR*	
Disclosed is a motorcycle such that weight thereof, including the engine hanger bracket, is reduced, while the rigidity of the chassis frame is improved. The motorcycle comprises a chassis frame (5); an engine (20), further comprising a hanger portion (21) suspended from the chassis frame (5); a pair of down tubes (9), constituting a portion of the chassis frame (5), in the vehicle width direction, and extending downward in the fore portion of the chassis frame (5); and an engine hanger bracket (100), further comprising plate portions (101) formed in flat plate shapes and collar portions (106) disposed upon the plate portions (101), the engine hanger bracket (100) linked to the pair of down tubes (9) and the hanger portion (21). The motorcycle further comprises an upper suspension portion (112), which suspends the engine (20) by fastening the down tubes (9), the plate portions (101), the collar portions (106), and an upper hanger portion (22), in a state of being positioned in a linear state in the vehicle width direction; and a lower suspension portion (124), which suspends the engine (20) by fastening the plate portions (101) and a lower hanger portion (23).					
85.	Motorcycle	CA2645388	2009-08-19	HONDA MOTOR*	
A motorcycle (10) includes: main frames (21L) extending to the rear left and right sides from a head pipe (12); a fuel tank (41) provided between the main frames (21L); seat frames (33L) extending rearwards from the main frames (21L); a rider seat (42) supported by the seat frames (33L); and an air bag module (43) provided on the front side of the rider seat (42), wherein the air bag module (43) is disposed on the upper side of a rear part of the fuel tank (41), and is mounted to stay members (45L) extending upwards from the left and right main frames (21L).					

86.	Motorcycle having a cowl structure	BRPI0803604	2009-01-20	HONDA MOTOR*	
Problem To provide a cowl structure for a motorcycle which makes it possible to easily attain a wind shielding/deflection effect by using separate cowls together. Solution A front cowl (60) includes a front upper cowl (61), and a front side cowl (65) attached to a side surface of the front upper cowl (61). A deflection groove (68) having the shape of a substantially V groove is formed at the boundary where the front upper cowl (61) and the front side cowl (65) as separate members meet.					
87.	Throttle position detector for two-wheeled electric vehicle	CA2809332	2012-03-08	HONDA MOTOR*	
Provided is a throttle position detector for a two-wheeled electric vehicle having a swing arm, the swing arm having a battery, a motor, a controller, and other components disposed inside the arm.The swing arm (30) pivotally supports the rear wheel (WR) of a two-wheeled electric vehicle (1) and is swingably mounted on a vehicle body.A battery (56), an electric motor (M) for driving the rear wheel (WR), and a board (50) as a control device for controlling the electric motor (M) are disposed inside the swing arm.Coupling a throttle grip (80) and a throttle position sensor (60) together by physical transmission means (62, 85, 86) provides a configuration in which the turning angle of the throttle grip (80) can be detected.The throttle position sensor (60) is mounted on the board (50).The board (50) is arranged so that the flat surface part thereof is oriented in the width direction of the vehicle.The throttle position sensor (60) is mounted on the surface of the board (50) that is located outside, as viewed in the width direction of the vehicle, so that the turning angle of a sensor shaft (65) is detected and the sensor shaft (65) is oriented in the width direction of the vehicle.					
88.	Combination lamp	CN1539676	2004-10-27	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To improve merchandizing property by changing the appearance of a combination lamp used for vehicle. SOLUTION: The combination lamp 30 formed by unifying a headlight 31 and right and left front turn signals 32 has an inner lens 40 of each front turn signal 32 so as to be close to a reflector section 38 of the headlight 31. COPYRIGHT: (C)2005,JPO&NCIPI					
89.	Front structure of saddle riding type vehicle	CN103693135	2014-04-02	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To provide a structure which inhibits temperature rise in a headlight unit lower part at a front part structure of a saddle riding type vehicle where a left and right two eye type headlight unit is adopted and a number stay attachment part is disposed below the headlight unit.SOLUTION: A front part of a motor cycle comprises: a front cowl 53 which covers a periphery of a headlight unit 50; and a number stay 90 which extends to the vehicle front side and supports a number plate 93. The headlight unit 50 has headlight bulbs 51L, 51R at left and right parts when viewed in a vehicle width direction. The front cowl 53 has a bottom part 66 which covers lower surfaces of the left and right headlight bulbs 51L, 51R. A recessed part 80 which recesses upward so as to avoid the number stay 90 is formed at the bottom part 66.					
90.	Electrical equipment plate mounting structure for motorcycle	JP05097081	1993-04-20	HONDA MOTOR*	
PURPOSE:To facilitate attachment/detachment of cowls during maintenance by attaching an electrical equipment plate directly to the inner side of the cowls. CONSTITUTION:A motorcycle is formed in such a way that cowls 24 and 25 with which the periphery of a head light 18 is covered are provided and an electrical equipment plate 31 on which the couplers of a wire harness are collectively mounted are disposed inside the cowls 24 and 25. In the motorcycle, the electrical equipment plate 31 is directly attached to the inner side of the cowls 24 and 25. This constitution achieves orderly arrangement of the wiring, inside the cowls 24 and 25, of the wire harness.					
91.	Front cowl fitting structure in motorcycle	JP2004210227	2004-07-29	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To miniaturize a stay on a motorcycle body frame side, to reduce the weight of the stay while maintaining the supporting strength, and to prevent appearance of a front cowl in a motorcycle in which the synthetic resin front cowl disposed forward of a head pipe provided on a front end of the motorcycle frame is supported by the motorcycle frame. SOLUTION: A front cowl 31 comprises an outer cowl 38 and an inner cowl 39 fitted to the inner side of the outer cowl 38. A lower portion of the inner cowl 39 is fitted to a down tube stay 85 fixed to a down tube 8. A rear portion of the outer cowl 38 is fitted to a fuel tank 23 mounted on a main frame 7. A forward portion of the outer cowl 38 is supported by a head pipe stay 47 fixed to a head pipe 6 via an intermediate interposed member 43.					

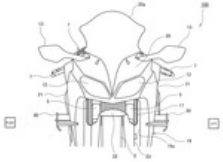
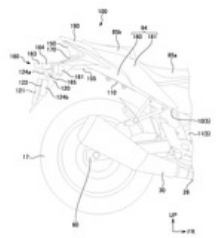
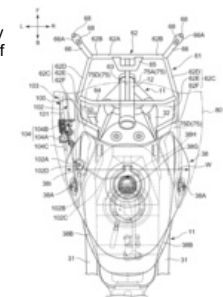
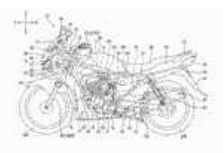
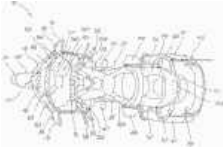
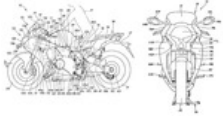
92.	Motorcycle	JP2015096417	2015-05-21	KAWASAKI HEAVY INDUSTRIES*	
A motorcycle (1) of the present invention comprises a vehicle body (4); and a protruding section (30) which is mounted to the vehicle body (4) such that the protruding section (30) protrudes from the vehicle body (4) to at least one of right and left, and the protruding section (30) has a structure which causes air to flow from forward to rearward along an upper surface of the protruding section to generate a force for pushing the vehicle body (4) downward.					
93.	Motorcycle rear portion structure	WO2011104748	2011-09-01	HONDA MOTOR*	
Disclosed is a motorcycle rear portion structure such that weight and cost are reduced while joint use of components for a plurality of wheel types with different wheelbases is also effected, without the fixed locations of the fender main body portion or the fender hanging portion being changed, and while an approximately identical external appearance is maintained. A rear portion structure (100) of a motorcycle (1) comprises a chassis frame (5); a rear wheel (17) positioned below the rear portion of the chassis frame (5); a fender main body portion (110) anchored to the rear portion of the chassis frame (5) and positioned above the rear wheel (17); a fender hanging portion (120) configured separately from the fender main body portion (110) and covering at least a portion of the rear wheel (17); and a support stay (130) anchored to the rear end portion of the chassis frame (5) (rear end frame portion (5a), extending aft approximately horizontally from the rear end portion, and supporting the fender hanging portion (120).					
94.	Evaporated fuel processing apparatus of motorcycle	JP2011031752	2011-02-17	HONDA MOTOR*	
PROBLEM TO BE SOLVED: To provide an evaporated fuel processing apparatus of a motorcycle capable of enhancing the degree of versatility of the layout. SOLUTION: A liquid-gas separator 38H is provided above a fuel tank 38 arranged on a motorcycle body frame. A charge pipe 102 for leading the evaporated fuel separated by the liquid-gas separator 38H to a canister 101 extends from the liquid-gas separator 38H, passes through the fuel tank 38, and penetrates a charge pipe penetration part 38I of a side wall of the fuel tank 38 outside, and is connected to the canister 101. COPYRIGHT: (C)2011,JPO&INPIT					
95.	Steering system for motorcycle and motorcycle	CN101638124	2010-02-03	HONDA MOTOR*	
A steering system for a motorcycle includes a head pipe, a steering stem, a top bridge, a bottom bridge, a front fork, and a steering handlebar. The steering stem is supported by the head pipe. The top bridge has a center portion, a side portion extending from the center portion, and a holding portion provided at the side portion. The top bridge is supported by the steering stem at the center portion to steerably move around the head pipe. The bottom bridge is supported by the steering stem to steerably move around the head pipe. The front fork is held by the top bridge through the holding portion and is held by the bottom bridge. The top bridge has a protruding portion provided on an upper face of the top bridge and extending from the holding portion toward the center portion of the top bridge.					
96.	Motorcycle navigation device	US20060069499	2006-03-30	HONDA MOTOR*	
A navigation device for a motorcycle operable in a comfortable position during driving by solving a problem that it is hard to operate the navigation device during driving and easily mounted on a vehicle by solving the problem that it is hard to mount the navigation device on the vehicle. The navigation device includes a navigation display section for displaying navigation information such as a destination and the current vehicle position, a control unit for controlling the navigation display section, and an operating section for performing an input operation to the control unit. The operating section is separated from the navigation display section and the operating section is disposed on the side of a vehicle body.					
97.	Vehicle	WO2010016310	2010-02-11	HONDA MOTOR* TANABE GENERAL	
A vehicle comprising a vehicle body frame (11), a front cowl (72) provided in front of the vehicle body frame, and a headlight unit (59) mounted within the width, in the vehicle's lateral direction, of the front cowl. The headlight unit has, on the opposite sides thereof, recesses (115L, 115R) recessed inward in the vehicle's lateral direction. Air intake openings (111L, 111R) for introducing air in front of the front cowl into the inner side of the front cowl are formed between the headlight unit and the front cowl.					
98.	Cowling brace of motorcycle	AU5972898	1998-10-01	SUZUKI* SUZUKI MOTOR	
A motorcycle is provided with a cowling brace (1) having a sub-frame structure for attaching a cowling and a cowling peripheral part to a front head portion of a body frame of a motorcycle. The cowling brace is composed of a front brace member (12) integrally formed of a synthetic resin material, a rear brace member (13) assembled by using a metal material to be combined with the front brace member, a front fixture member formed integrally with the front brace member (12) and adapted to fix the cowling and the cowling peripheral part, and a rear fixture member formed to rear brace member and adapted to fix the rear brace member to the body frame (14) of the motorcycle.					

FIG. 1

99.	Motorcycle	USD559739	2008-01-15 HONDA MOTOR*
The said industrial design consists of the shape, configuration and ornamentation of a motorcycle as shown in the drawings; the motorcycle has an upper front cowl section, a pair of intermediate front cowl sections, and a pair of lower front cowl sections;the upper front cowl section is situated above the headlights and extends on either side of the windshield; the upper front cowl section has a pair of generally symmetrical and upwardly and rearwards curved diverging wing-like sections; an upper forwardly bent generally V-shaped member and a lower short member spaced beneath the V-shaped member extend between the lower portions of the wing-like sections and form a generally heart-shaped open area in front elevation view; the upper portions of the wing-like sections above the forwardly bent generally V-shaped member form a scalloped generally V-shaped area situated on either side of the windshield; each wing-like section has an enlargedoutwardly extending and slightly rearwards curved truncated generally V-shaped portion which is above the adjacent headlight; the truncated generally V-shaped portions merge smoothly into inwardly curved recessed areas; the wing-like sections have rearwards bent narrow lip-like portions extending along the outer edges thereof; the motorcycle has a pair of intermediate front cowl sections which extend from adjacent the lower edges of the headlights along either side of the motorcycle; each intermediate front cowl section has an outer surface which is somewhat crescent shaped and curves outwards between the ends thereof; the outer surface is generally smooth and has a forwardly extending narrow generally V-shaped raised ridge portion which tapers to the front end of the intermediate front cowl section; the upper edge of the intermediate front cowl section merges into an upwardly and inwards bent surface which narrows toward the front end of the intermediate front cowl section from a central broad generally inverted V-shaped portion in plan view;the motorcycle has a pair of lower front cowl sections on either side of the motorcycle to the rear of the front fender; each lower front cowl section has a generally arrow-like configuration with a smooth outer surface, an upper portion, and a lower portion; the upper portion curves inwards toward the front wheel of the motorcycle and is slightly recessed relative to the lower portion; the upper portion has a rear edge which is angled upwards toward the front of the motorcycle and merges through a curved corner into a straight upper edge; the upper portion has a front edge which is angled upwards toward the front of the motorcycle and meets the upper edge in a sharp corner; a lateral ridge separates the slightly recessed upper portion from the lower portion of the lower front cowl section; the lower portion curves inwards toward the front wheel of the motorcycle and has a rear edge which is angled downwards toward the front of the motorcycle and merges through a curved corner into a straight lower edge; the lower portion has a front edge which is angled downwards toward the front of the motorcycle and meets the straight lower edge in a sharp corner; the angled front edges of the upper and lower portions merge through rounded corners into an inwards bent lip-like portion which extends the height of the lower front cowl section.Representations of the design are shown in the figures wherein:Figure 1 is a front perspective view from the left side of a motorcycle;Figure 2 is a front perspective view from the right side thereof;Figure 3 is a rear perspective view from the left side thereof;Figure 4 is a rear perspective view from the right side thereof; andFigure 10 is a bottom plan view thereof.Diagrams of the design are included. (From CA117421 S)			
100.	Motorcycle with windscreen	EP1291274	2003-03-12 HONDA MOTOR*



The invention providesa motorcycle including a window screen capable of reducing a back pressure applied to a driver during running of the motorcycle. <??>A motorcycle (1) includes an upper cowl (19) for covering an upper front portion of a vehicular body, and a window screen (27) provided over the upper cowl (19) in such a manner as to be tilted as nearing the rear side of the vehicular body. The window screen (27) is moved almost along a tilt direction by a moving unit (90). The moving unit (90) includes a guide portion (91) providing on an upper cowl (19) and extending along the tilt direction, a movable portion (92) movably supported by the guide portion (91), a drive unit (93) for moving the movable portion (92) along the guide portion (91), and a coupling portion (94) for coupling the window screen (27) to the movable portion (92).

