



New connection on: : 22-07-2021 : 21:38:44 - Last disconnection on: : 22-07-2021 : 21:38:37

V 4.0.0.123(LP,U,linux) (Rev:123 Thu Sep 3 16:18:08 2020 +0200 ((HEAD))) (RPM D202005)

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[EPODOC: SS 10] (fork 1w riding) and (vehicle or motorcycle) and closing and opening and mechanism and saddle

Results in EPODOC 0

[SS 11] (vehicle or motorcycle) and closing and opening and mechanism and saddle

Results in EPODOC 33

[SS 12] ..li



1/33 © EPODOC / EPO

PN - [WO2021065618](#) A1 20210408

PR - JP20190180111 20190930

AP - WO2020JP35786 20200923

DT - *; Rep

CT - |JP| ISR (A1)

[JP2019119333](#) A 20190722 [A] (HONDA MOTOR CO LTD)

[A] 1-6

* paragraphs [0022], [0025], [0030], fig. 7, 10 *;

[WO2019003700](#) A1 20190103 [A] (HONDA MOTOR CO LTD [JP])

[A] 1-6

* entire text, all drawings *;

[JP2011511737](#) A 20110414 [A] (GIVI S.R.L.)

[A] 1-6

* paragraphs [0039]-[0041], fig. 8 *

CI - B62J7/04 (EP)

- B62J9/23 (EP)

- B62J9/27 (EP)

- B62J9/30 (EP)

- E05B83/00 (EP)

- E05B83/16 (EP)

PA - HONDA MOTOR CO LTD [JP]

TI - **SADDLE-TYPE VEHICLE** AND STORAGE BOX UNIT

AB - A **saddle-type vehicle** (1) comprising: a storage box unit (30) provided on the outside of an external cover for a **vehicle** and having a storage box (32) in which items can be stored; a locking **mechanism** (50) provided in the storage box (32) and locking

an **opening/closing** section of the storage box (32); and an actuator (40) provided inside the storage box unit (30) and releasing the locked state of the locking **mechanism** (50).

2/33 © EPODOC / EPO

PN - [JP2020169001](#) A 20201015
 PR - JP20190072898 20190405
 AP - JP20190072898 20190405
 DT - I
 CI - B62J1/00 (CN)
 - B62J1/12 (CN)
 - B62K11/00 (CN)
 - B62K19/30 (CN)
 FI - B62J1/12&C; B62J11/19; B62J6/18; B62J9/00&H
 PA - HONDA MOTOR CO LTD
 TI - **SADDLE-RIDING TYPE VEHICLE**
 AB - To provide a **saddle**-riding type **vehicle** which enables a lock of a seat to be released easily from both of left and right sides of a **vehicle** body.SOLUTION: A **saddle**-riding type **vehicle** (1) has: a storage case (40) which is lidded by **closing** an operable seat (23) on which a driver is seated; a cover member (24) which covers a front surface and a side surface of the storage case (40); a seat catch **mechanism** (50) which holds the seat (23) in a closed state; a cable (42) for causing the seat catch **mechanism** (50) to conduct a release operation; an operation member (41) connected to the other end part of the cable (42); and a low floor (25) on which the driver places its feet. The operation member (41) is attached to an **opening** (70) of the cover member (24). The **opening** (70) is disposed at an inner side relative to an outer end part (25a) as seen in a **vehicle** width direction of the low floor (25). A guide member (45) through which the cable (42) passes is provided on an inner wall surface (24a) of the cover member (24).SELECTED DRAWING: Figure 4

3/33 © EPODOC / EPO

PN - [JP2020104821](#) A 20200709
 PNFP - JP6816095B B2 20210120
 PR - JP20180248282 20181228
 AP - JP20180248282 20181228
 DT - I
 CT - || STSE (A)
 [US6481605](#) B1 20021119 [X] (VISENZI VINCENZO [IT])
 [X] 1-2,4-6
 * 第8欄第39～48行、第9欄第44～51行、第9欄第21～61行、第5欄第56行～第6欄第25行、第8欄第22行～第10欄第22行、図1,4,6-9,2 A-5 A *;
 [US2003150894](#) A1 20030814 [A] (FANG TIEN-CHING [TW])
 [A]
 * 全文,全図 *;
 [JP2013128738](#) A 20130704 [A] (HONDA MOTOR CO LTD)
 [A]
 * 全文,全図 *;
 [JP2013095301](#) A 20130520 [A] (HONDA MOTOR CO LTD)
 [A]

* 全文,全図 *;

[JP2002274464](#) A 20020925 [A] (HONDA ACCESS KK)

[A]

* 全文,全図 *;

[JP2015530306](#) A 20151015 [A]

[A]

* 全文,全図 *;

[JP2015128929](#) A 20150716 [A] (HONDA MOTOR CO LTD)

[A]

* 全文,全図 *;

[JP2002104267](#) A 20020410 [A] (SUZUKI MOTOR CO)

[A]

* 全文,全図 *

- CCI - [B62J1/28](#) ; [B62J7/08](#) ; [B62J9/23](#) ; [B62J9/24](#) ; [B62J9/27](#) ; [B62J9/30](#) ; [B62J17/00](#)
- CI - B62J1/28 (EP)
- B62J7/08 (EP)
- B62J9/23 (EP)
- B62J9/24 (EP)
- B62J9/27 (EP)
- B62J9/30 (EP)
- B62J17/00 (EP)
- FI - B62J9/00&D
- PA - (A)
HONDA MOTOR CO LTD
- TI - (A)
STORAGE PART STRUCTURE FOR **SADDLE** RIDING **VEHICLE**
- AB - (A)
To provide a storage part structure for a **saddle** riding **vehicle**, capable of achieving with a simple structure, a structure for switching only a regulation of **opening/closing** of a lid independently from switching of a lock state of a storage member.SOLUTION: There is provided a storage part structure for a **saddle** riding **vehicle** comprising: a box-shaped storage member 52 being detachably attached to a **vehicle** body side; and a key cylinder 66 which is provided on the storage member 52 and is operated to rotate. By an operation of the key cylinder 66, a lock state and a lock release state of the storage member 52 to the **vehicle** body side can be switched. The storage part structure for a **saddle** riding **vehicle** comprises: a lid operator 68 for operating **opening/closing** of a lid 61 of the storage member 52; an operation knob 75 for regulating and releasing regulation of **opening/closing** of the lid 61 by the lid operator 68; and a first link **mechanism** 85 for regulating and releasing regulation of an operation of the operation knob 75. According to an operation of the key cylinder 66, a regulation state of the operation knob 75 by the first link **mechanism** 85 is switched.SELECTED DRAWING: Figure 4

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PN - [CN210140212U](#) U 20200313

PR - CN201920870196U 20190611

AP - CN201920870196U 20190611

DT - I

PA - SHANGHAI MEISHAN INDUSTRIAL AND CIVIL ENGINEERING DESIGN AND RES INSTITUTE
CO LTD

- TI - Coil carrier with automatic **opening** and **closing** heat preservation **mechanism**
- AB - The utility model discloses a coil transport **vehicle** with an automatic **opening** and **closing** heat preservation **mechanism**. The coil transport **vehicle** comprises a rail laid between a coil unloading position and a slow cooling area of a steel coil warehouse. The coil carrier body can move the steel coil on the coil unloading position to a slow cooling area of the steel coil warehouse from the position of the coil carrier body, and the coil carrier body is arranged on the rail; wherein the coil conveying **vehicle** body comprises a **vehicle** body frame; wheel sets capable of driving the **vehicle** body frame to move are arranged at the four vertex angles of the lower end of the **vehicle** body frame correspondingly. Wherein the wheel set is arranged on the **vehicle** body frame through a supporting **mechanism**, the wheel set can move along a rail, a wheel driving device capable of driving the wheel set to rotate is arranged in the middle of the lower end of the **vehicle** body frame, and a **saddle** used for containing a steel coil is arranged in the middle of the upper end of the **vehicle** body frame. The heat preservation cover **opening** and **closing** driving device is high in automation degree, the heat preservation cover can be automatically driven to be opened or closed through the heat preservation cover **opening** and **closing** driving device, a treated steel coil can obtain an expected effect, operation is reliable, and the maintenance amount is small.

5/33 © EPODOC / EPO

- PN - [EP3674187](#) A1 20200701
- PR - JP20180248282 20181228
- AP - EP20190202700 20191011
- DT - *; Rep
- CT - || STSE (A1)
[US2013168427](#) A1 20130704 [XA] (VISENZI GIUSEPPE [IT])
[X] 1,2,4-6
* paragraphs [0019] - [0033] *
* figures 1-5 *
[A] 3,7-12;
[ES2027155](#) A6 19920516 [XA] (NAD S A [ES])
[X] 1,2,4,6,7
* figures 1-4 *
[A] 3,5,8-12;
[DE4230972](#) A1 19930513 [A] (BAYERISCHE MOTOREN WERKE AG [DE], et al)
[A] 1-12
* the whole document *;
[CN207598047U](#) U 20180710 [A] (LIU XIANGFEN)
[A] 1-12
* figures 1-6 *
- CCI - [B62J1/28](#) ; [B62J7/08](#) ; [B62J9/23](#) ; [B62J9/24](#) ; [B62J9/27](#) ; [B62J9/30](#) ; [B62J17/00](#)
- CI - B62J1/28 (EP)
- B62J7/08 (EP)
- B62J9/23 (EP)
- B62J9/24 (EP)
- B62J9/27 (EP)
- B62J9/30 (EP)
- B62J17/00 (EP)
- PA - HONDA MOTOR CO LTD [JP]

- TI - STORAGE UNIT STRUCTURE FOR **SADDLE RIDING VEHICLE**
- AB - [Object]To achieve, in a storage unit structure for a **saddle riding vehicle**, a simple structure for solely switching restriction on **opening** or **closing** of a lid for a storage member independently of switching a locked state of the storage member.[Solving Means]In a storage unit structure for a **saddle riding vehicle** including a box-shaped storage member 52 removably mounted on a **vehicle** body side and a key cylinder 66 that is disposed in the storage member 52 and that is rotationally operated, in which a locked state and an unlocked state of the storage member 52 with respect to the **vehicle** body side are switched through an operation of the key cylinder 66, the storage unit structure includes: a lid operator 68 that operates to open or close a lid 61 of the storage member 52; an operating knob 75 that imposes or releases restriction on **opening** or **closing** of the lid 61 by the lid operator 68; and a first link **mechanism** 85 that imposes or releases restriction on the operation of the operating knob 75. A state of restriction on the operating knob 75 by the first link **mechanism** 85 is switched in response to an operation of the key cylinder 66.

6/33 © EPODOC / EPO

- PN - [JP2019137330](#) A 20190822
- PR - JP20180024374 20180214
- AP - JP20180024374 20180214
- DT - I
- CCI - [B62J1/12](#) ; [B62K19/46](#)
- CCA - [B62K2201/04](#) ; [B62K2202/00](#)
- CI - B62J1/12 (EP, BR, CN, KR)
- B62J9/00 (CN)
- B62K11/00 (CN)
- B62K19/46 (EP, BR)
- B62K23/02 (KR)
- CA - B62K2201/04 (EP, BR)
- B62K2202/00 (EP, BR, CN)
- FI - B62J1/12&C
- PA - YAMAHA MOTOR CO LTD
- TI - **SADDLE-RIDING TYPE VEHICLE**
- AB - To provide a **saddle-riding type vehicle** capable of securing sufficiently, a capacity of a storage box, and adjusting attenuation force according to an **opening** degree of a seat, for reducing operation force when a seat is opened and properly setting speed of the seat.SOLUTION: An **opening/closing mechanism** (22) comprises a tension coil spring (61) and an elastic member (62). The tension coil spring (61) includes a coil part (63), and assists an operation by an occupant for **opening** a seat (6). The elastic member (62) is provided on an outer periphery of the coil part (63). The tension coil spring (61) is arranged to shrink as the seat (6) approaches to a full open position. Before the seat (6) reaches at least the full open position, the outer periphery of the coil part (63) and an inner periphery of the elastic member (62) contact.SELECTED DRAWING: Figure 4

7/33 © EPODOC / EPO

- PN - [CN110092152](#) A 20190806
- PR - CN201910501963 20190611
- AP - CN201910501963 20190611

DT - I

CI - B65G35/00 (CN)
- B65G43/00 (CN)
- B65G69/20 (CN)

PA - SHANGHAI MEISHAN INDUSTRIAL AND CIVIL ENGINEERING DESIGN AND RES INSTITUTE CO LTD

TI - Coil conveying **vehicle** with automatic **opening** and **closing** heat preservation **mechanism**

AB - The invention discloses a coil conveying **vehicle** with an automatic **opening** and **closing** heat preservation **mechanism**. The coil conveying **vehicle** comprises a rail which is laid between a coil unloading position and a slow cooling area of a steel coil warehouse and a coil conveying **vehicle** body capable of moving a steel coil on the coil unloading position from the position to the slow cooling area of the steel coil warehouse; the coil conveying **vehicle** body is arranged on the rail and comprises a **vehicle** body frame; the positions, at the four corners, of the lower end of the **vehicle** body frame are provided with wheel groups capable of driving the **vehicle** body frame to move respectively; the wheel groups are arranged on the **vehicle** body frame through supporting mechanisms respectively and can move along the rail; the middle part of the lower end of the **vehicle** body frame is provided with a wheel drive device capable of driving the wheel groups to rotate; and the middle part of the upper end of the **vehicle** body frame is provided with a **saddle** used for placing the steel coil. The coil conveying **vehicle** is high in automation degree, can automatically drive a heat preservation cover to be opened or closed by utilizing a heat preservation cover **opening** and **closing** drive device so as to enable the treated steel coil to obtain the expected effect as well as is reliable in running and small in maintenance quantity.

8/33 © EPODOC / EPO

PN - [JP2018118613](#) A 20180802

PNFP - JP6527181B B2 20190605

PR - JP20170011272 20170125

AP - JP20170011272 20170125

DT - I

CT - || STSE (A)
[JPS5854383U](#) U 19830413 [XY]
[X] 1-2
* Page2 Line8 - Page4 Line4,  1-3 *
* Page2 Line8 - Page4 Line4,  1-3 *
[Y] 3;
[JPS5111655U](#) U 19760909 [XY]
[X] 1
* Page2 Line10 - Page4 Line11,  1-3 *
* Page2 Line10 - Page4 Line11,  1-3 *
[Y] 3;
[JPS5337159U](#) U 19780401 [XY]
[X] 1
* Page2 Line12 - Page7 Line2,  1-7 *
* Page2 Line12 - Page7 Line2,  1-7 *
[Y] 3;
[JPS4722662U](#) U 19721114 [Y]
[Y] 3

* Page1 Line12 - Page5 Line7, ¶1-3 *;

[JPS5578588U](#) U 19800530 [A]

[A] -

* Whole Document *;

[WO2010128005](#) A1 20101111 [A] (LANCINI LUCA [ES])

[A] -

* Whole Document *;

[DE3137006](#) A1 19830331 [A] (KREIDLER FAHRZEUGE GMBH & CO K [DE])

[A] -

* Whole Document *;

[JPH10236361](#) A 19980908 [A] (HONDA MOTOR CO LTD)

[A] -

* Whole Document *

CI - B62H5/00 (BR)
- B62J9/00 (BR)
- B62J11/00 (BR)

FI - B62H5/00&Z; B62J11/00&D; B62J11/24

PA - (A)
HONDA MOTOR CO LTD

TI - (A)
SADDLE-RIDING TYPE VEHICLE

AB - (A)
PROBLEM TO BE SOLVED: To provide a **saddle**-riding type **vehicle**, having a striker on a riding seat capable of **opening** and **closing** and a seat lock **mechanism**, provided on **vehicle** body side, which forms a lock piece capable of engaging/disengaging with/from the striker with the riding seat closed as one of components, the **saddle**-riding type **vehicle** being capable of retaining a helmet with a simple and low-cost structure comprised of a small number of parts.SOLUTION: A seat lock **mechanism** 38, structured to operate a lock piece 39 between a lock position for locking a striker 37 by engaging the lock piece 39 under a **closing** state of a riding seat 18 and an unlock position capable of **opening** the riding seat 18 by releasing engagement with the striker 37, is installed on a **vehicle** body B side to retain a helmet 44 with the lock piece 39 kept under the lock position.SELECTED DRAWING: Figure 4

9/33 © EPODOC / EPO

PN - [TW201704613](#) A 20170201

PNFP - TWI627339B B 20180621

PR - WO2015JP62589 20150424

AP - TW20160111675 20160414

DT - I

CCI - [B62J1/12](#) ; [B62J1/14](#) ; [B62K11/04](#)

CI - B62J1/12 (EP, US)
- B62J1/14 (EP, US)
- B62K11/04 (EP, US)
- E05B83/00 (EP, US)
- E05B83/16 (US)
- E05B85/06 (US)

PA - (A B)
HONDA MOTOR CO LTD [JP]

- TI - (A)
Saddle locking structure of riding-type **vehicle** includes saddles (17, 57), a lock core (91), and a **saddle** locking **mechanism** (87) for **opening/closing** the **saddle** (17, 57) through a key operation of the lock core (91)
- AB - (A)
 The present invention provides a **saddle** locking structure of a riding-type **vehicle**, which is convenient in use and can be miniaturized. A lock core (91) includes: a rotation arm (118) which can only be rotated along with the operation of a key when the key is inserted, the rotation arm (118) is extended along a sliding perpendicular direction which is perpendicular to the sliding direction of a second bracket (142), a protruded part (142f) and a slide limiting part (142g) of the second bracket (142) are formed in a U- shape and arranged along a front part of the rotation arm (118) to surround the front part, and spaced with an interval in the sliding perpendicular direction relative to the rotation center of the rotation arm (118), when being pressed by the rotation arm (118), the protruded part (142f) of the second bracket (142) will slid towards the sliding direction, the slide limiting part (142g) is used to restrain the second bracket (142) from sliding towards the sliding direction when the key is not inserted in the lock core (91).

10/33 © EPODOC / EPO

- PN - [TW201637920](#) A 20161101
- PNFP - TWI617476B B 20180311
- PR - JP20150011548 20150123
- AP - TW20160101367 20160118
- DT - I
- CCI - [B62J9/25](#) ; [B62K11/04](#) ; [B62K19/30](#) ; [B62K19/46](#)
- CI - B62J9/25 (EP, US)
 - B62K11/04 (EP, US)
 - B62K19/30 (EP, US)
 - B62K19/46 (EP, US)
- PA - (A B)
 HONDA MOTOR CO LTD [JP]
- TI - (A B)
 Storage part structure of **saddle-ride-type vehicle**
- AB - (A)
 To provide a storage part structure of a **saddle-ride-type vehicle** which can improve operability of a key cylinder and operability of **opening** or **closing** of a box lid with the simple structure. In a storage part structure of a **saddle-ride-type vehicle** which includes: a head pipe; a main frame which extends rearward from the head pipe; a storage box which is arranged in the vicinity of the main frame in a state where the storage box opens upward; and a box lid (52) which covers an **opening** portion of the upwardly openable storage box in an openable and closable manner, wherein a key cylinder (107) which operates a box-side locking **mechanism** for locking the box lid (52) is arranged behind a handle holder (25) and in front of the storage box (51), and the box lid (52) includes an arm portion (140) positioned on a side of the key cylinder (107).

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- PN - [JP2016135654](#) A 20160728
- PNFP - JP6208698B B2 20171004

PR - JP20150011548 20150123

AP - JP20150011548 20150123

DT - I

CT - || STSE (A)
[US5020625](#) A 19910604 [] (SUZUKI MOTOR CO [JP]);
[JP2000219178](#) A 20000808 [] (HONDA MOTOR CO LTD);
[JP3151514U](#) U 20090625 [];
[JP2011073610](#) A 20110414 [] (HONDA MOTOR CO LTD)

CCI - [B62J9/25](#) ; [B62K11/04](#) ; [B62K19/30](#) ; [B62K19/46](#)

CI - B62J9/25 (EP, US)
 - B62K11/04 (EP, US)
 - B62K19/30 (EP, US)
 - B62K19/46 (EP, US)

FI - B62J11/00&B; B62J9/00&G; B62J99/00&L

PA - (A)
 HONDA MOTOR CO LTD

TI - (A)
 STORAGE PART STRUCTURE OF **SADDLE-RIDING TYPE VEHICLE**

AB - (A)
 PROBLEM TO BE SOLVED: To improve the operability of a key cylinder and the operability of **opening/closing** of a box lid with a simple structure in a storage part structure of a **saddle-riding type vehicle**. SOLUTION: A storage part structure of a **saddle-riding type vehicle** includes: a head tube; main frames extending from the head tube to the rear side; a storage box which is disposed near the main frames **opening** to the upper side; and a box lid 52 which covers an **opening** part of the storage box **opening** to the upper side in an openable manner. A key cylinder 107 for operating a box side lock **mechanism**, which locks the box lid 52, is disposed at a position located at the rear side of a handle holder 25 and the front side of the storage box. The box lid 52 includes arm parts 140 positioned at the lateral side of the key cylinder 107. SELECTED DRAWING: Figure 4

12/33 © EPODOC / EPO

PN - [US2016214677](#) A1 20160728

PNFP - US9902456 B2 20180227

PR - JP20150011548 20150123

AP - US201514961142 20151207

DT - **

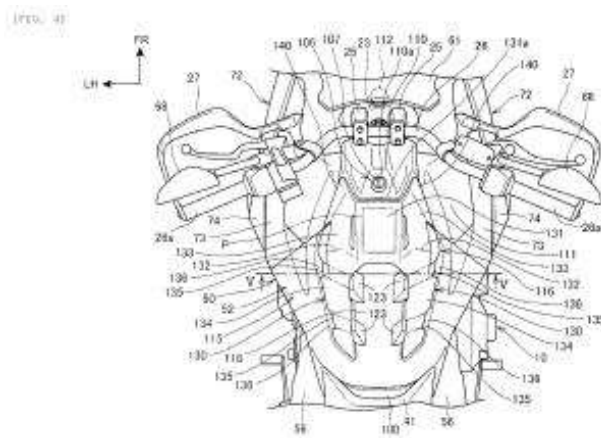
CT - || R141 (A1)
[US3937484](#) A 19760210 [] (MORIOKA MINORU, et al);
[US4830134](#) A 19890516 [] (HASHIMOTO MICHIOYOSHI [JP]);
[US4940111](#) A 19900710 [] (NOGAMI YOSHIO [JP], et al);
[US5048634](#) A 19910917 [] (SHIRASAGI SADA0 [JP], et al);
[US5127561](#) A 19920707 [] (MIYAMOTO TOSHIO [JP]);
[US5127560](#) A 19920707 [] (MIYAMOTO TOSHIO [JP], et al);
[US5147077](#) A 19920915 [] (NAKAJIMA SHINJI [JP], et al);
[US5388660](#) A 19950214 [] (SHIRASAGI SADA0 [JP], et al);
[US8662229](#) B2 20140304 [] (NAKAGOME HIROSHI [JP], et al);
[US8720757](#) B2 20140513 [] (SALISBURY RICK [US])
 - || STSE (B2)

	US3937484 A 19760210 [] (MORIOKA MINORU, et al); US4830134 A 19890516 [] (HASHIMOTO MICHİYOSHI [JP]); US4940111 A 19900710 [] (NOGAMI YOSHIO [JP], et al); US5048634 A 19910917 [] (SHIRASAGI SADAŌ [JP], et al); US5127560 A 19920707 [] (MIYAMOTO TOSHIO [JP], et al); US5127561 A 19920707 [] (MIYAMOTO TOSHIO [JP]); US5147077 A 19920915 [] (NAKAJIMA SHINJI [JP], et al); US5388660 A 19950214 [] (SHIRASAGI SADAŌ [JP], et al); US8662229 B2 20140304 [] (NAKAGOME HIROSHI [JP], et al); US8720757 B2 20140513 [] (SALISBURY RICK [US])
CCI	- B62J9/25 ; B62K11/04 ; B62K19/30 ; B62K19/46
CI	- B62J9/25 (EP, US) - B62K11/04 (EP, US) - B62K19/30 (EP, US) - B62K19/46 (EP, US)
PA	- (A1 B2) HONDA MOTOR CO LTD [JP]
TI	- (A1) STORAGE PART STRUCTURE OF SADDLE-RIDE-TYPE VEHICLE - (B2) Storage part structure of saddle-ride-type vehicle
AB	- (A1 B2) A storage part structure of a saddle-ride-type vehicle with a key cylinder for opening or closing of a box lid with a simple structure. The storage part structure for a saddle-ride-type vehicle includes a head pipe, a main frame extending rearwardly from the head pipe, a storage box arranged in the vicinity of the main frame wherein the storage box opens upwardly. A box lid covers an opening portion of the upwardly openable storage box in an openable and closable manner, wherein a key cylinder for operating a box-side locking mechanism for locking the box lid is arranged behind a handle holder and in front of the storage box. The box lid includes an arm portion positioned on a side of the key cylinder.

13/33 © EPODOC / EPO

PN	- JP2016078516 A 20160516
PNFP	- JP6514476B B2 20190515
PR	- JP20140209226 20141010
AP	- JP20140209226 20141010
DT	- I
CT	- STSE (A) JPS6097682U U 19850703 [XY] [X] 1-2,5 * Page4 Line5 - Page10 Line3, Figures1-6 * * Page4 Line5 - Page10 Line3, Figures1-6 * [Y] 3-9; JP2009101754 A 20090514 [Y] (HONDA ACCESS KK) [Y] 3-9 * Paragraph0042, Figures4-7,10 *; JPS55101508U U 19800715 [Y] [Y] 7-9 * Page2 Line11 - Page4 Line18, figures1-4 *;

* Whole Document *



[A] (MOILLO YVES [FR])
 [A] 1,3
 * figures 1-11 *;
[FR2980158](#) A1 20130322
 [A] (ISCD SARL [FR])
 [A] 1,3
 * figures 1-13 *;
[EP1814776](#) A1 20070808
 [A] (BAYERISCHE MOTOREN
 WERKE AG [DE])
 [A] 1,3
 * figure 1- *;
[EP2202137](#) A2 20100630
 [A] (KWANG YANG MOTOR CO
 [TW])
 [A] 1,3
 * figure 2 *;
[US2010176169](#) A1 20100715
 [A] (LOVETT TERRY [US])
 [A] 1,3
 * figures 1a-3b *;
[JP5277376B](#) B1 20130828
 [A] (TAMURA ERIKA)
 [A] 1,3
 * figures 1,5,6 *;
[WO2014111248](#) A1 20140724
 [A] (TOURATECH AG [DE])
 [A] 1,3
 * figures 1-6 *;
[EP2647558](#) A1 20131009
 [A] (SUZUKI MOTOR CORP [JP])
 [A] 1-7
 * figures 1-8 *

- CCI - [B62J9/25](#) ; [B62K11/04](#) ;
[B62K19/30](#) ; [B62K19/46](#)
- CI - B62J9/25 (EP, US)
 - B62K11/04 (EP, US)
 - B62K19/30 (EP, US)
 - B62K19/46 (EP, US)
- PA - (A1 B1)
 HONDA MOTOR CO LTD [JP]
- TI - (A1 B1)
 STORAGE PART STRUCTURE
 OF **SADDLE-RIDE-TYPE VEHICLE**
- AB - (A1)
 To provide a storage part
 structure of a **saddle-ride-type**
vehicle which can improve
 operability of a key cylinder
 and operability of **opening**
 or **closing** of a box lid with the
 simple structure. In a storage

part structure of a **saddle-ride-type vehicle** which includes: a head pipe; a main frame which extends rearward from the head pipe; a storage box which is arranged in the vicinity of the main frame in a state where the storage box opens upward; and a box lid (52) which covers an **opening** portion of the upwardly openable storage box in an openable and closable manner, wherein a key cylinder (107) which operates a box-side locking **mechanism** for locking the box lid (52) is arranged behind a handle holder (25) and in front of the storage box (51), and the box lid (52) includes an arm portion (140) positioned on a side of the key cylinder (107).

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PN	- JP2015129503 A 20150716
PNFP	- JP5883480B B2 20160315
PR	- JP20130251687 20131205; JP20140142616 20140710
AP	- JP20140142616 20140710
DT	- I
CCI	- F01L1/267 ; F01L13/0036 ; F02B61/02
CCA	- F01L2001/0535 ; F01L1/181 ; F01L2305/00 ; F01L2820/031
CI	- F01L1/267 (EP) - F01L13/0036 (EP) - F02B61/02 (EP)
CA	- F01L2001/0535 (EP) - F01L1/181 (EP) - F01L2305/00 (EP) - F01L2820/031 (EP)
FI	- F01L13/00&301V; F02D13/02&G
FT	- 3G018/AA04; 3G018/AA15; 3G018/AB05; 3G018/AB16; 3G018/BA07; 3G018/BA13; 3G018/BA36; 3G018/CA12; 3G018/CB02; 3G018/DA18; 3G018/DA58; 3G018/DA70; 3G018/DA75; 3G018/EA25; 3G018/FA03; 3G018/FA06; 3G018/GA31; 3G092/AA01; 3G092/AA11; 3G092/AC04; 3G092/DA04; 3G092/EB09; 3G092/EC08; 3G092/FA09; 3G092/FA11; 3G092/GA14; 3G092/HE03Z
PA	- (A) YAMAHA MOTOR CO LTD
TI	- (A) INTERNAL COMBUSTION ENGINE AND SADDLE TYPE VEHICLE
AB	- (A)

PROBLEM TO BE SOLVED: To provide an internal combustion engine including a variable valve **mechanism** that can smoothly change valve **opening/closing** timing and downsize an actuator.SOLUTION: An internal combustion engine comprises: a first rocker arm; a second rocker arm having a side surface opposed to the first rocker arm; an intake valve; a solenoid 100 moving a connecting pin 90 between a non-connecting position and a connection completion position; and a drive signal supply unit 125 supplying a drive signal to the solenoid 100. The drive signal supply unit 125 starts supplying the drive signal so that a tip end of the connecting pin 90 reaches the same position as the side surface of the second rocker arm after relative positions between the first rocker arm and the second rocker arm start changing, and so that the connecting pin 90 reaches the connection completion position after the rotation of the second rocker arm is completed before the second rocker arm starts rotating the next time.

16/33 © EPODOC / EPO

PN - [MY147727](#) A 20130115

PR - JP20040101190 20040330

AP - MY2009PI01136 20050329

DT - I

CCI - [F02B61/02](#) ; [F02B75/005](#) ; [F02M53/08](#) ; [F02M69/044](#) ; [F02M69/047](#)

CCA - [B62K2202/00](#) ; [F02B2275/16](#) ; [Y02T10/12](#)

CI - F02B61/02 (EP, US)
- F02B75/005 (EP, US)
- F02M53/08 (EP, US)
- F02M69/044 (EP, US)
- F02M69/047 (EP, US)

CA - B62K2202/00 (EP, US)
- F02B2275/16 (EP, US)
- Y02T10/12 (EP, US)

PA - YAMAHA MOTOR CO LTD [JP]

TI - **SADDLE-STRADDLING TYPE MOTORVEHICLE**

AB - THERE IS DISCLOSED A **SADDLE-STRADDLING TYPE MOTORVEHICLE** (100), COMPRISING: A BODY FRAME (110); A COVER THAT COVERS AT LEAST PART OF THE BODY FRAME (110); AND AN AIR-COOLED ENGINE (120) ATTACHED TO THE BODY FRAME (110), AT LEAST PART OF THE AIR-COOLED ENGINE (120) INCLUDING A CYLINDER BLOCK (122); A CYLINDER HEAD (121) THAT IS CONNECTED TO AN END OF THE CYLINDER BLOCK (122) AND HAS AN INTAKE PORT (131) AND AN INJECTION PASSAGE CONNECTED TO THE INTAKE OFPORT (131); A FUEL INJECTION DEVICE (170) THAT IS ATTACHED TO THE CYLINDER HEAD (121) AND HAS AN INJECTION NOZZLE (171) FOR INJECTING FUEL INTO THE INJECTION PASSAGE; AN INTAKE PASSAGE THAT IS CONNECTED TO THE INTAKE PORT (131) TO SUPPLY AIR TO THE INTAKE PORT (131); A FIRST **OPENING/CLOSING MECHANISM** CONFIGURED TO OPEN/CLOSE THE INTAKE PASSAGE; A SECOND **OPENING/CLOSING MECHANISM** PROVIDED UPSTREAM OF THE FIRST **OPENING/CLOSING MECHANISM** TO OPEN/CLOSE THE INTAKE PORT (131); AND A SECONDARY PASSAGE CONFIGURED TO CONNECT A PART OF THE INTAKE PASSAGE UPSTREAM OF THE FIRST **OPENING/CLOSING MECHANISM** AND DOWNSTREAM OF THE SECOND **OPENING/CLOSING MECHANISM** TO THE INJECTION PASSAGE, TO GUIDE AIR IN THE INTAKE PASSAGE TO THE INJECTION PASSAGE AT LEAST WHEN THE AIR-COOLED ENGINE (120) IS IDLING.

17/33 © EPODOC / EPO

PN - [JP2013193646](#) A 20130930

PNFP - JP5912720B B2 20160427

PR - JP20120065152 20120322

AP - JP20120065152 20120322

DT - I

CT - || STSE (A)
[JP2008195242](#) A 00000000 [];
[JP2007290460](#) A 00000000 [];
[JP2008083799](#) A 00000000 [];
[JP2004136734](#) A 00000000 [];
[US5881936](#) A 00000000 []

FI - B62J9/00&G; B62J9/00&H

PA - (A)
HONDA MOTOR CO LTD

TI - (A)
HOUSING PART STRUCTURE FOR **SADDLE** RIDING TYPE **VEHICLE**

AB - (A)
PROBLEM TO BE SOLVED: To provide a housing part structure for a **saddle** riding type **vehicle**, capable of recognizing a state of a housed material inside a housing part and easy to put in/out the housed material.SOLUTION: A housing part structure for a **saddle** riding type **vehicle** includes: a front cover 130 for covering a front part of a **vehicle**; a seat for an occupant to sit thereon; an article housing part 132 provided inside the front cover 130; an **opening** part 142 formed in a wall surface of the article housing part 132 on a seat side thereof; and a left side lid 134 for **closing** the **opening** part 142 freely to be opened/closed. A top surface cover 139 of the article housing part 132 is structured from a transparent member, and a tray 144 is provided adjacent to the top surface cover 139 inside the article housing part 132 arranged below the top surface cover 139. The tray 144 includes a holder 147 on which a mobile terminal P is placed, and a slide **mechanism** is provided to slidably support the holder 147 in relation to the tray 144 and to expose the holder 147 from the **opening** part 142 in a state that the holder 147 is slid.

18/33 © EPODOC / EPO

PN - [CA2799065](#) A1 20130930

PNFP - CA2799065 C 20150106

PR - JP20120083197 20120330

AP - CA20122799065 20121217

DT - I

CCI - [B62K19/46](#)

CI - B62K19/46 (EP, US)

PA - (A1 C)
HONDA MOTOR CO LTD [JP]

TI - (A1)
SADDLE-RIDE TYPE VEHICLE
- (C)
SADDLE-TYPE VEHICLE WITH SIDE TRUNK AND GRAB RAIL

AB - (A1)

One embodiment of the invention aims to prevent attachment accuracy from causing influence on assembly in a case of attaching lid **opening** levers to grab rails and attaching lid **opening** mechanisms to a **vehicle** body frame side separately from the lid **opening** levers. Each lid **opening** lever is pivotally attached to a grab rail through a pivot center shaft. Each lid **opening mechanism** is bolted to a stay on an upper pipe. The lid **opening** lever is provided with an engagement portion. A curved surface portion provided on an upper end portion of a bent protrusion projecting upward from the lid **opening mechanism** is inserted in the engagement portion to vertically engage the lid **opening** lever and the lid **opening mechanism** with each other. In this way, the assembly can be done without being influenced by the attachment accuracy.

- (C)

A **saddle** type **vehicle** with a tandem seat has an improved arrangement of side storage trunks, and an associated passenger grab rail. A rear **vehicle** body cover continuously covers the side trunks and a rear part of the **vehicle** body. The storage trunk includes an **opening** and **closing** lid with a lock for maintaining the lid and locked when closed. A lid **opening** lever is pivotally secured to a lower surface of the grab rail and operates a lid **opening mechanism** attached to a **vehicle** stay and vertically engages the lid **opening** lever. This arrangement provides a desirable tolerance gap between the lever and the lid **opening mechanism** allowing the lever to have a tight tolerance with respect to the grab rail.

19/33 © EPODOC / EPO

PN - [JP2012062029](#) A 20120329

PNFP - JP5578999B B2 20140827

PR - JP20100210093 20100917

AP - JP20100210093 20100917

DT - I

CT - || STSE (A)
[JP2003118668](#) A 00000000 [];
[JPH06321152](#) A 00000000 [];
[JPH0911945](#) A 00000000 [];
[JP2008247332](#) A 00000000 [];
[JPS6061386](#) A 00000000 []

CCI - [B62J1/12](#) ; [B62K11/04](#) ; [B62K19/46](#)

CCA - [B62K2202/00](#)

CI - B62J1/12 (EP)
 - B62K11/04 (EP)
 - B62K19/46 (EP)

CA - B62K2202/00 (EP)

FI - B62J1/12&B; B62J9/00&G; B62K11/00&Z; B62K11/02

FT - 3D011/AF04; 3D011/AG01; 3D011/AH01; 3D011/AK12; 3D011/AK14; 3D011/AK16;
 3D011/AL51

PA - (A)
 HONDA MOTOR CO LTD

TI - (A)
SADDLE RIDE-TYPE VEHICLE

AB - (A)
 PROBLEM TO BE SOLVED: To provide a **saddle** ride-type **vehicle** which secures maintenance properties of an engine and an air-intake system from an upper side of

the **vehicle** even if the engine and components of the air-intake system of the engine are arranged below a hinge **mechanism** for **opening** and **closing** a seat. SOLUTION: A hinge mounting frame constituting a hinge **mechanism** 15 of the **vehicle** includes a rotary pivot portion 15a that supports a seat so as to be turnable, and is configured to hold a damper member 9 between a damper holding portion and a seat-side damper attachment portion 10g of a seat-side hinge member 10. The hinge attachment frame is detachably attached to a main tube 52 by a fastening member.

20/33 © EPODOC / EPO

PN - [CN102407905](#) A 20120411

PNFP - CN102407905B B 20140212

PR - JP20100210093 20100917

AP - CN201110270859 20110914

DT - I

CT - || STSE (A)
[US6715571](#) B2 00000000 [A]
 [A] 1-6
 * 全文 *;
[CN101511621](#) A 00000000 [A]
 [A] 1-6
 * 全文 *;
[JP2007230459](#) A 00000000 [A]
 [A] 1-6
 * 全文 *

CCI - [B62J1/12](#) ; [B62K11/04](#) ; [B62K19/46](#)

CCA - [B62K2202/00](#)

CI - B62J1/12 (EP)
 - B62K11/04 (EP)
 - B62K19/46 (EP)

CA - B62K2202/00 (EP)

PA - (A B)
 HONDA MOTOR CO LTD

TI - (A B)
Saddle ride-type **vehicle**

AB - (A)
 The invention provides a **saddle** ride-type **vehicle** which is capable of guaranteeing convenience of maintenance of an engine and an air inlet system from the upper side of the **vehicle** even if the engine and parts of the air inlet system are disposed on the lower side of an articulated **mechanism** used for **opening** and **closing** a seat.
 The **saddle** ride-type **vehicle** in which: a hinge attachment frame (16) included in a hinge **mechanism** (15) has a rotary pivot portion (15a) for turnably supporting the seat (40), and is configured to hold a damper member (9) between a damper holding portion (16k) and a seat-side damper attachment portion (10g) of a seat-side hinge member (10); and the hinge attachment frame (16) is attachably and detachably provided to main tubes (52) with the assistance of fastening members.

21/33 © EPODOC / EPO

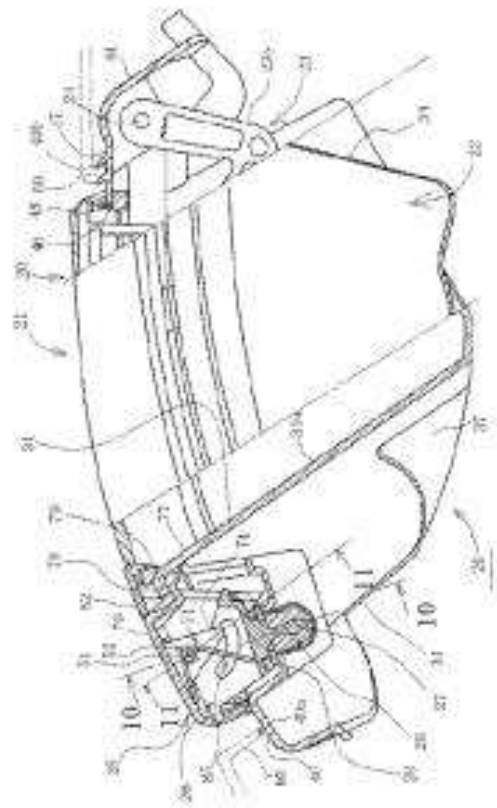
PN - [JP2012025273](#) A 20120209

PR - JP20100165908 20100723

AP - JP20100165908 20100723
DT - I
FI - B62J1/12&A; B62J1/12&C; B62J1/14
PA - HONDA MOTOR CO LTD
TI - REAR STRUCTURE OF **SADDLE** RIDING TYPE **VEHICLE**
AB - PROBLEM TO BE SOLVED: To provide a **saddle** riding type **vehicle** that enables a release **mechanism** to be hardly affected by rain etc.SOLUTION: The **saddle** riding type **vehicle** 10 includes: a fellow passenger seat 35 as a seat to openably cover top of a storage chamber 41; a seat lock **mechanism** 51 which locks the fellow passenger seat 35 at a **closing** position; a release **mechanism** 52 which releases the seat lock **mechanism** 51 when **opening** the fellow passenger seat 35. The release **mechanism** 52 is provided in the fellow passenger seat 35, and a cover member 53 is movably attached to the fellow passenger seat 35 so that the release **mechanism** 52 can be exposed when releasing the cover of the release **mechanism** 52. The cover member is provided in the seat to cover the exposed release **mechanism**, and thereby the release **mechanism** can be protected from rain etc.

22/33 © EPODOC / EPO

PN - [JP2011073610](#) A 20110414
PR - JP20090228203 20090930
AP - JP20090228203 20090930
DT - I
CCI - [B62J9/25](#) ; [B62K19/46](#)
CI - B62J9/25 (EP, US)
- B62K19/46 (EP, US)
FI - B62J35/00&F; B62J9/00&G
PA - HONDA MOTOR CO LTD
TI - STRUCTURE OF UTILITY BOX
FOR **SADDLE** RIDING **VEHICLE**
AB - PROBLEM TO BE SOLVED: To prevent a lid in a tank pocket from **opening** accidentally.
- SOLUTION: A recessed part recessed downward is arranged on an upper surface of a fuel tank in a manner of straddling a main frame extending rearward from a head pipe, and the tank pocket 20 is housed therein. The tank pocket 20 includes a body case 22 **opening** upward, and the lid 21 **opening/closing** the **opening**. A pop-up lever 25 arranged in the front part of the lid 21 is popped up by a pop-up **mechanism** 50 by



pressing down the pop-up lever 25 downward by a prescribed amount. The respective front parts of the lid 21 and the body case 22 are engaged by an engagement protrusion 27 and a latch 28. The engagement is maintained when the pop-up lever 25 is only popped up, whereas the engagement between the engagement protrusion 27 and the latch 28 is released when the pop-up lever 25 is held and pulled upward with a force greater than or equal to a prescribed pull-up load, and the lid 21 is opened. The two-stage operation is required for **opening** the lid 21, therefore, an accidental **opening** of the lid 21 can be prevented.

- COPYRIGHT: (C)2011,
JPO&INPIT

23/33 © EPODOC / EPO

PN - [US2011073628](#) A1 20110331

PR - JP20090228203 20090930

AP - US20100891323 20100927

DT - **

CT - || R141 (A1)

[US2001030215](#) A1 20011018 [] (VINCENZO VISENZI [IT]);
[US6499784](#) B2 20021231 [] (TAKAHASHI AKIHIKO [JP]);
[US6820909](#) B2 20041123 [] (YAMAMOTO KAORU [JP], et al);
[US2002121534](#) A1 20020905 [] (HANAGAN MICHAEL W [US]);
[US5094315](#) A 19920310 [] (TAKI NORIO [JP], et al);
[US6832710](#) B2 20041221 [] (GALBRAITH STEPHEN L [US], et al);
[US2010077807](#) A1 20100401 [] (TAKEUCHI YOSHIKI [JP], et al);
[US7216912](#) B2 20070515 [] (TAKESHIMA MASAO [JP]);
[US5020625](#) A 19910604 [] (YAMAUCHI KOSAKU [JP], et al);
[US7503609](#) B2 20090317 [] (MISAKI KENICHI [JP], et al);
[US4830134](#) A 19890516 [] (HASHIMOTO MICHIOYOSHI [JP]);
[US4969916](#) A 19901113 [] (WEINERMAN LEE S [US], et al);
[US6606889](#) B1 20030819 [] (TWEEDY TIMOTHY [US]);
[US6685240](#) B2 20040203 [] (BACON BRUCE C [US]);
[US2721750](#) A 19551025 [] (RUDIS JOSEPH T, et al);
[US6145352](#) A 20001114 [] (VICKERS JAMES H [US], et al);
[US2001030438](#) A1 20011018 [] (KAMEMIZU FUMINORI [JP], et al);
[US4260085](#) A 19810407 [] (JEFFERSON JOHN A)

CCI - [B62J9/25](#) ; [B62K19/46](#)

- CI - B62J9/25 (EP, US)
- B62K19/46 (EP, US)
- TI - STRUCTURE OF UTILITY BOX FOR **SADDLE VEHICLE**
- AB - A recessed portion recessed downwardly is provided on an upper face of a fuel tank supported in a crossing manner on a main frame extending rearwardly from a head pipe, and a tank pocket is accommodated in the recessed portion. The tank pocket includes a body case open upwardly, and a lid for **opening** and **closing** the **opening** of the body case. A popup lever provided at a front portion of the lid is popped up by a popup **mechanism** when the popup lever is pushed downwardly by a predetermined amount. Front portions of the lid and the body case are engaged with each other by an engaging projection and a latch, and the engagement is maintained even if the popup lever is popped up. In order to open the lid, two-stage operations are required without fail. Inadvertent **opening** of the lid can be blocked.

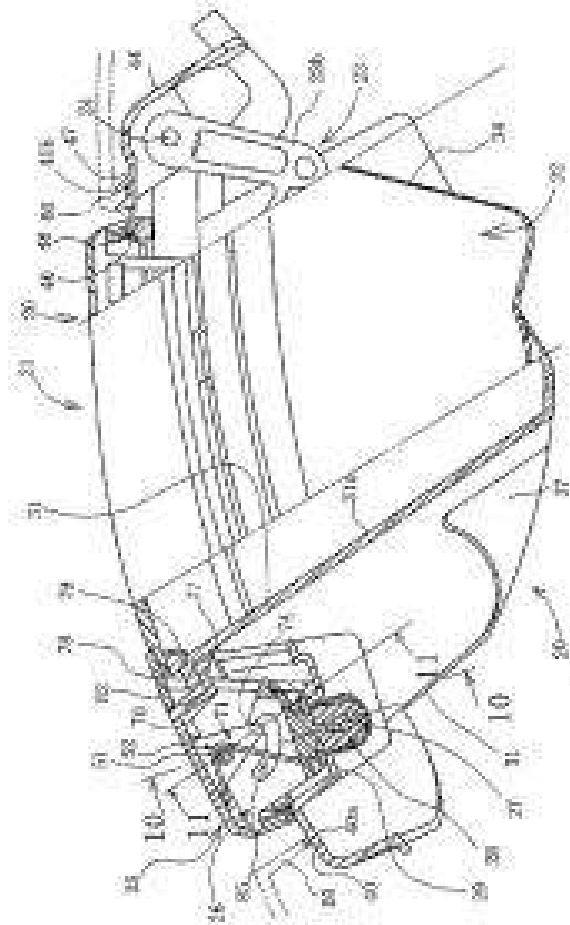
24/33 © EPODOC / EPO

- PN - [JP2011000962](#) A 20110106
- PR - JP20090145709 20090618
- AP - JP20090145709 20090618
- DT - I
- CT - || STSE (A)
[JP2003261081](#) A 20030916 [] (HONDA MOTOR CO LTD);
[JP2002284064](#) A 20021003 [] (HONDA MOTOR CO LTD);
[JP3592447B](#) B2 20041124 [];
[JP3685872B](#) B2 20050824 [];
[JP2006151273](#) A 20060615 [] (HONDA ACCESS KK)
- CCI - [B60R21/215](#) ; [B60R21/216](#) ; [B62J27/20](#)
- CCA - [B60R2021/0088](#) ; [B60R2021/161](#) ; [B60R2021/2163](#) ; [B60R21/263](#)
- CI - B60R21/215 (EP)
- B60R21/216 (EP)
- B62J27/20 (EP)
- CA - B60R2021/0088 (EP)
- B60R2021/161 (EP)
- B60R2021/2163 (EP)
- B60R21/263 (EP)
- FI - B62J27/00&A
- PA - HONDA MOTOR CO LTD; TAKATA CORP
- TI - AIRBAG DEVICE OF **SADDLE-RIDING TYPE VEHICLE**
- AB - PROBLEM TO BE SOLVED: To provide an airbag device of a **saddle-riding type vehicle** inflating an airbag in the desirable direction. SOLUTION: This airbag device 86 of a **motorcycle** has an airbag module 82 using a holding box 121 storing the airbag as a case body, and an airbag control unit 87 controlling the airbag module 82. The airbag module 82 is provided with the holding box 121 arranged just before an occupant seat 71 for seating an occupant, a lid 141 **closing** an **opening** part of the holding box, and a hinge part 158 arranged on the **vehicle** rear side of the lid 141 and becoming a rotational fulcrum of the lid when inflating the airbag. A link **mechanism** 151 as a lid regulating means for regulating an **opening** angle of the lid 141, is provided between the lid 141 and the holding box.

25/33 © EPODOC / EPO

PN - [EP2305549](#) A1 20110406
 PNFP - EP2305549 B1 20120314
 PR - JP20090228203 20090930
 AP - EP20100180983 20100928
 DT - *; Rep
 CT - || STSE (A1)
 [EP0255254](#) A1 19880203
 [A] (HONDA MOTOR CO LTD [JP])
 [A] 1-5
 * column 7, line 17 - line 37
 *
 * figures 13-15 *
 * column 2, line 24 -
 column 3, line 33 *
 * column 3, line 51 -
 column 4, line 12 *
 * figures 1-5 *;
 [JPH0242889U](#) U 19900323
 [A] (HONDA MOTOR CO LTD)
 [A] 1-5
 * the whole document *;
 [US2002096377](#) A1 20020725
 [A] (KUJI YASUHIRO [JP], et al)
 [A] 1-5
 * page 2, paragraph [0030] -
 paragraph [0033] *
 * page 3, paragraph [0038] -
 paragraph [0039] *
 * figure - *;
 [US2010077807](#) A1 20100401
 [AP] (TAKEUCHI YOSHIKI [JP],
 et al)
 [AP] 1-5
 * abstract *
 * page 4, paragraph [0038] -
 paragraph [0044] *
 * figures 1, 5-8 *
 CCI - [B62J9/25](#) ; [B62K19/46](#)
 CI - B62J9/25 (EP, US)
 - B62K19/46 (EP, US)
 PA - (A1 B1)
 HONDA MOTOR CO LTD [JP]
 TI - (A1 B1)
 Utility box for **saddle vehicle**
 AB - (A1)
 A recessed portion recessed
 downwardly is provided on
 an upper face of a fuel tank
 supported on a main frame
 extending rearwardly from a

FIG. 4



head pipe, and a tank pocket (20) is accommodated in the recessed portion. The tank pocket (20) includes a body case (22) open upwardly, and a lid (21) for **opening** and **closing** the body case (22). A popup lever (25) provided at a front portion of the lid (21) is popped up by a popup **mechanism** (50) when the popup lever (25) is pushed downwardly by a predetermined amount. Front portions of the lid (21) and the body case (22) are engaged with each other by an engaging projection (27) and a latch (28), the engagement being maintained even if the popup lever (25) is popped up. However, if the popup lever (25) is gripped and pulled upwardly by force higher than a predetermined pulling up load, the engagement of the engaging projection (27) and the latch (28) is canceled and the lid (21) is opened.

26/33 © EPODOC / EPO

PN	- CN101624955 A 20100113
PNFP	- CN101624955B B 20121128
PR	- JP20040101190 20040330
AP	- CN200910159680 20050324
DT	- I
CCI	- F02B61/02 ; F02B75/005 ; F02M53/08 ; F02M69/044 ; F02M69/047
CCA	- B62K2202/00 ; F02B2275/16 ; Y02T10/12
CI	- F02B61/02 (EP, US) - F02B75/005 (EP, US) - F02M53/08 (EP, US) - F02M69/044 (EP, US) - F02M69/047 (EP, US)
CA	- B62K2202/00 (EP, US) - F02B2275/16 (EP, US) - Y02T10/12 (EP, US)
PA	- (A B) YAMAHA MOTOR CO LTD
TI	- (A B)

Saddle ride-type motor vehicle

AB

- (A)

The **saddle**-straddling type **vehicle** is provided with a body frame, a cover, and an air-cooled engine with at least a part thereof exposed from the cover. The engine comprises a cylinder head wherein an intake port and an injection passage connected with the intake port are formed, the fuel injection device mounted on the cylinder head and having an injection nozzle for injecting a fuel to an injection passage, the intake passage, first and second **opening** and **closing** mechanisms for **opening** and **closing** the intake passage, and a secondary passage for connecting a downstream side section rather than the second **opening** and **closing mechanism** at an upstream side rather than the first **opening** and **closing mechanism** of the intake passage and the injection passage and leading air of the intake passage to the injection passage at the time of idling of at least the air-cooled engine. At least part of said fuel injection device is exposed outside from said cylinder head.
- (B)

The invention provides a **saddle**-straddling type **vehicle**, which comprises a body frame and an air-cooled engine arranged on the body frame. The engine comprises a cylinder body; a cylinder cover arranged ahead in the driving direction of the **vehicle** with the cylinder body and provided with an air inlet as a part of an air inlet duct and an injection pathway connected with the sidewall of the air inlet; a fuel injection unit arranged on the cylinder cover and provided with a nozzle for injecting fuel into the cylinder via an inlet valve **opening** by means of the injection pathway; and a throttle valve connected with the air inlet as one part of the air inlet duct and used for supplying air to the air inlet. The air inlet is provided with an external connector with an upper **opening** of the cylinder cover. The throttle valve is connected with the external connector so as to be connected with the air inlet. A first **opening/closing mechanism** is arranged in the throttle valve for **opening/closing** the air inlet duct. A second **opening/closing mechanism** is arranged on the upstream side of the first **opening/closing mechanism** for **opening/closing** the air inlet duct. An accessory pathway is arranged at the partially bifurcated part of the upstream side of the first **opening/closing mechanism** and the downstream side of the second **opening/closing mechanism** and guides the air in the throttle valve towards the vicinity of the nozzle of the fuel injection unit at least during the idle speed of the air-cooled engine.

27/33 © EPODOC / EPO

PN - [EP2138710](#) A1 20091230

PNFP - EP2138710 B1 20120222

PR - EP20050727084 20050324; JP20040101190 20040330

AP - EP20090012158 20050324

DT - **

CT - || STSE (A1)

[JP2000185683](#) A 20000704 [Y] (HONDA MOTOR CO LTD)

[Y] 1-4

* abstract *;

[JP2002327665](#) A 20021115 [Y] (YAMAHA MOTOR CO LTD)

[Y] 1-4

* abstract *;

[JP2000249028](#) A 20000912 [DA] (HONDA MOTOR CO LTD)

[DA] 1-4

* abstract *;

[JP2002037165](#) A 20020206 [DA] (HONDA MOTOR CO LTD)

[DA] 1-4

* abstract *

- CCI - [F02B61/02](#) ; [F02B75/005](#) ; [F02M53/08](#) ; [F02M69/044](#) ; [F02M69/047](#)
- CCA - [B62K2202/00](#) ; [F02B2275/16](#) ; [Y02T10/12](#)
- CI - F02B61/02 (EP, US)
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- F02M53/08 (EP, US)
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- CA - B62K2202/00 (EP, US)
- F02B2275/16 (EP, US)
- Y02T10/12 (EP, US)
- PA - (A1 B1)
YAMAHA MOTOR CO LTD [JP]
- TI - (A1 B1)
Saddle-straddling type motor **vehicle**
- AB - (A1)
A **saddle**-straddling type motor **vehicle** (100), comprising: a body frame (110); a cover (115) that covers at least part of said body frame; and an air-cooled engine (120) attached to said body frame, at least part of the air-cooled engine being exposed from said cover (115), said engine including a cylinder block (122); a cylinder head (121) that is connected to an end of said cylinder block and has an intake port (131) and an injection passage (137a) connected to said intake port; a fuel injection device (170) that is attached to said cylinder head and has an injection nozzle (171) for injecting fuel into said injection passage; an intake passage that is connected to said intake port to supply air to said intake port; a first **opening/closing mechanism** (161) configured to open/close said intake passage; a second **opening/closing mechanism** (162) provided upstream of said first **opening/closing mechanism** to open/close said intake passage; and a secondary passage (180) configured to connect a part of said intake passage between said first and second **opening/closing mechanism**, to guide air to said injection passage at least when said air-cooled engine is idling.

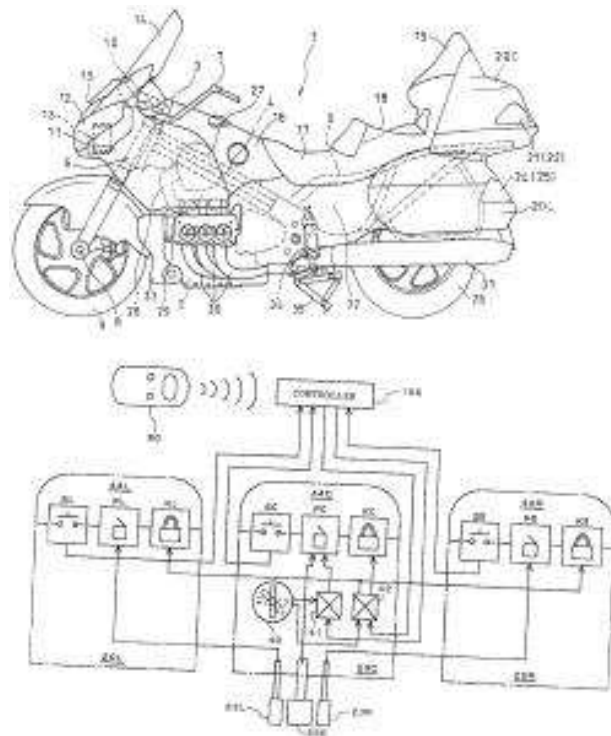
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- PN - [JP2009133320](#) A 20090618
- PR - JP20040101190 20040330; JP20090053033 20090306
- AP - JP20090053033 20090306
- DT - I
- CCI - [F02B61/02](#) ; [F02B75/005](#) ; [F02M53/08](#) ; [F02M69/044](#) ; [F02M69/047](#)
- CCA - [B62K2202/00](#) ; [F02B2275/16](#) ; [Y02T10/12](#)
- CI - F02B61/02 (EP, US)
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- F02M53/08 (EP, US)
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- FI - B62J37/00&Z; B62J39/00&G; B62J99/00&G; B62M7/02&A; B62M7/02&W; B62M7/02&X; F02D33/00&318J; F02M69/00&310A; F02M69/32&J
- PA - YAMAHA MOTOR CO LTD
- TI - **SADDLE-STRADDLING TYPE VEHICLE**
- AB - PROBLEM TO BE SOLVED: To provide a **saddle**-straddling type **vehicle** capable of preventing generation of bubble in fuel by cooling a fuel injection device at low costs in a simple structure and controlling a precise fuel injection.
- SOLUTION: The **saddle**-straddling type **vehicle** is provided with a body frame, a cover, and an air-cooled engine with at least a part thereof exposed from the cover. The engine comprises a cylinder head wherein an intake port and an injection passage connected with the intake port are formed, the fuel injection device mounted on the cylinder head and having an injection nozzle for injecting a fuel to an injection passage, the intake passage, first and second **opening** and **closing** mechanisms for **opening** and **closing** the intake passage, and a secondary passage for connecting a downstream side section rather than the second **opening** and **closing mechanism** at an upstream side rather than the first **opening** and **closing mechanism** of the intake passage and the injection passage and leading air of the intake passage to the injection passage at the time of idling of at least the air-cooled engine.
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- PN - [US2002027497](#) A1 20020307
- PNFP - US7196612 B2 20070327
- PR - JP20000098983 20000331
- AP - US20010820915 20010330
- DT - **
- CT - || R141 (A1)
[US4907428](#) A 19900313 [] (NAKASHIMA TAI [JP], et al);
[US6542076](#) B1 20030401 [] (JOAO RAYMOND ANTHONY [US]);
[US3908168](#) A 19750923 [] (MCMAHON JOHN E)
- || STSE (B2)
[US3908168](#) A 19750923 [] (MCMAHON JOHN E);
[US4788542](#) A 19881129 [] (TANABE RITSUSHI [JP]);
[US5025883](#) A 19910625 [] (MORINAKA SHIGEHISA [JP], et al);
[US5307048](#) A 19940426 [] (SONDERS DAVID G [US]);
[US6030018](#) A 20000229 [] (CLARE SCOTT [US], et al);
[US6351242](#) B1 20020226 [] (HESKER NORBERT [DE]);
[US6542076](#) B1 20030401 []



	]	(JOAO RAYMOND ANTHONY [US])
CCI	-	B62J9/20 ; E05B83/16 ; G07C9/00182
CCA	-	E05B81/00 ; G07C2009/00222 ; G07C2009/00793 ; G07C2009/00984
CI	-	B62J9/20 (EP, US) - E05B83/16 (EP, US) - G07C9/00182 (EP, US)
CA	-	E05B81/00 (EP, US) - G07C2009/00222 (EP, US) - G07C2009/00793 (EP, US) - G07C2009/00984 (EP, US)
PA	-	(B2) HONDA MOTOR CO LTD [JP]
TI	-	(A1 B2) Saddle type vehicle having a remote control type trunk
AB	-	(A1 B2) A saddle type vehicle including at least one trunk provided with a lid, an opening/closing mechanism for permitting and rejecting the opening and closing of the lid, and a radio signal receiving unit which receives a radio signal for remotely operating the opening/closing mechanism , whereby the radio signal receiving unit is disposed on top of the trunk. A rear trunk is mounted on a rear portion of a body of the vehicle , a lid having a projection formed outside on top of the trunk, and a radio signal receiving unit is disposed inside the projection.

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PN	-	JPH03109182 A 19910509
PR	-	JP19890244452 19890920
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DT	-	I
FI	-	B62J9/00&G

PA - HONDA MOTOR CO LTD

TI - TRUNK DEVICE FOR **VEHICLE**

AB - PURPOSE: To increase a trunk width and permit the installation of a wide width lid by arranging a trunk in the front or rear of a seat, and fitting a lid with hinges provided on parts outwardly extended in a body width direction from a seat part with free **opening/closing** motion, in the trunk device of a **saddle** riding type **vehicle**.
 CONSTITUTION: A rear trunk 39 is integrally formed with a rear cover 7, and formed in a rectangular parallelepiped shape in which the middle is protruded downward dodging rear wheels 4. A lid 41 **closing** the **opening** of the trunk 39 is upwardly extended to be formed, the front end is **opening** and **closing** freely supported to the front ends of the trunk 39 with hinges 42, and also locked to the rear cover 7 with a lock **mechanism** 43 provided on the rear middle part. In this case, the hinges 42 and the lock **mechanism** 43 are provided on the vertically risen parts 7a and 7b of the rear cover 7 extended in a body width direction from a seat part. This constitution increases the **opening** of the trunk and eases taking in and out of articles.

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PN - [ES1061983U](#) U 20060501

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PR - TW20050204846U 20050329

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DT - I

CCI - [B60N2/10](#) ; [B60N2/305](#)

CI - B60N2/10 (EP)
 - B60N2/305 (EP)

PA - (U Y)
 STARTECH CO LTD [TW]

TI - (U)
 Automatic lifting **mechanism** for **motorcycle saddle**

AB - (U)
 Automatic lifting **mechanism** for **motorcycle** seats, consisting of a first support arm connected to the **motorcycle** seat and incorporating two lateral walls inclined perpendicularly at two lateral ends, the first of said lateral walls having a round hole in a central zone and the second lateral wall provided with a retention hole in a central zone; by a second support arm connected to the chassis of said **motorcycle** that incorporates at two lateral ends two perpendicularly inclined lateral walls adapted to enter the interior of said two lateral walls of said first support arm; the first of said two side walls of said second support arm being provided with a round hole in a central area to be located adjacent to said retention hole of said first support arm, and the second of said two side walls provided with a hole retaining in a central area to be located adjacent to said round hole in said first support arm; at least one helical spring located between said first and second support arms and with laterally extending first and second terminal ends that resiliently press against said first and second support arms, respectively, so that said support arms first and second can be opened while they are mutually connected in pivot; and a damping device consisting of a sleeve, a damper and at least one end plug; said sleeve is a cylindrical element adapted to be assembled within said helical spring, said damper being mounted on said sleeve, and said end plug/plugs (s) (at least one) being connected with at least one end of said damper, of so that said damper is indirectly connected at the two ends with said first and second support arms; wherein, upon

unlocking said seat, said spring/shelical/s (at least one) provides/an elastic effort to pivot and automatically open said seat upwards while said first and second support arms are limited by said damping device in the course of the pivot rotation, so that said seat opens or closes at a moderate speed without involving the risk of injuring the user by **opening** or **closing** it too quickly. (Machine-translation by Google Translate, not legally binding)

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- PN - [DE10115315](#) A1 20011011
- PNFP - DE10115315 B4 20130620
- PR - JP20000098983 20000331
- AP - DE20011015315 20010328
- DT - *; Rep
- CT - || STSE (B4)
[DE4102020](#) A1 19910801 [] (NEIMAN SA [FR]);
[DE4422906](#) A1 19960111 [] (TELEFUNKEN MICROELECTRON [DE], et al);
[US4907428](#) A 19900313 [] (NAKASHIMA TAI [JP], et al);
[JP3003114B](#) B2 20000124 [];
[JPS5938472](#) A 19840302 [] (NIPPON SOKEN);
[JPH107053](#) A 19980113 [] (HONDA ACCESS KK)
- CCI - [B62J9/20](#) ; [E05B83/16](#) ; [G07C9/00182](#)
- CCA - [E05B81/00](#) ; [G07C2009/00222](#) ; [G07C2009/00793](#) ; [G07C2009/00984](#)
- CI - B62J9/20 (EP, US)
E05B83/16 (EP, US)
G07C9/00182 (EP, US)
- CA - E05B81/00 (EP, US)
G07C2009/00222 (EP, US)
G07C2009/00793 (EP, US)
G07C2009/00984 (EP, US)
- PA - (A1 B4)
HONDA MOTOR CO LTD [JP]
- TI - (A1)
Saddle vehicle with remote control luggage compartment has radio signal reception unit mounted on top of luggage compartment or in protrusion in rear-mounted luggage compartment
- AB - (A1)
The **vehicle** has at least one remote control luggage compartment with a lid, an **opening/closing** enabling/inhibiting **mechanism** and a radio signal reception stage for remote control of the **mechanism**. The radio signal reception unit (100) is mounted on the top of a luggage compartment or in a protrusion (47) in a rear-mounted luggage compartment (20C).

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- PN - [CN1495082](#) A 20040512
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- PR - JP20020206227 20020715
- AP - CN20031058684 20030710
- DT - I

CI	- B62J1/12 (ES)
PA	- (A C) HONDA MOTOR CO LTD [JP]
TI	- (A) Saddle opening-closing mechansim for two-wheeled motorcycle - (C) Saddle opening-closing mechanism for two-wheeled motorcycle

[SS 12]