

Monomeric myosin V uses two binding regions for the assembly of stable translocation complexes

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Myosin-motors are conserved from yeast to human and transport a great variety of cargoes. Most plus-end directed myosins, which constitute the vast majority of all myosin motors, form stable dimers and interact constitutively with their cargo complexes. To date, little is known about regulatory mechanisms for cargo-complex assembly. In this study, we show that the type V myosin Myo4p binds to its cargo via two distinct binding regions, the C-terminal tail and a coiled-coil domain-containing fragment. Furthermore, we find that Myo4p is strictly monomeric at physiologic concentrations. Because type V myosins are thought to require dimerization for processive movement, a mechanism must be in place to ensure that oligomeric Myo4p is incorporated into cargo-translocation complexes. Indeed, we find that artificial dimerization of the Myo4p C-terminal tail promotes stabilization of myosin-cargo complexes, suggesting that full-length Myo4p dimerizes in the cocomplex as well. We also combined the Myo4p C-terminal tail with the coiled-coil region, lever arm, and motor domain from a different myosin to form constitutively dimeric motor proteins. This heterologous motor successfully translocates its cargo *in vivo*, suggesting that wild-type Myo4p may also function as a dimer during cargo-complex transport.

cell asymmetry | Myo4p | RNA localization | She3p | motor protein

Directional transport of cytoplasmic cargoes like mRNA, proteins, vesicles, and organelles is indispensable for basic cellular functions, the establishment of cell asymmetry, and the coordination of cell differentiation (1–3). Such cellular cargo is usually transported as part of large, motor protein-containing translocation complexes to its site of destination. In recent years, great progress has been made in understanding the motile activities of motor proteins like kinesin and myosin at the molecular level. Most myosins either require dimerization through their coiled-coil domain or clustering of multiple monomeric motors onto the cargo complex for processive movement along actin filaments (3–5). In contrast to their motile activity, little is known about how myosins mediate the assembly of translocation complexes to fulfill their cellular function, cargo translocation.

Recently, a first model for translocation-complex formation has been derived from an unusual subclass of myosins that move toward the minus-end of actin. These type VI myosins (MyoVI) are fully functional only within translocation particles (5). However, these studies provide little direct information on the interaction of MyoVI with its binding partner of the cargo complex. For plus-end-directed myosins, which constitute the vast majority of all myosin motors, only few cargo-complexes have been studied in detail (3, 4).

Among plus-end-directed myosins, type V myosin (MyoV) is one of the most conserved and best studied motor proteins (3, 4, 6). Recent cryo-EM studies indicate that vertebrate MyoV forms stable dimers through its coiled-coil domain (7–9). In a variety of organisms, MyoV translocates mRNAs, vesicles, and organelles (3, 10–12). In humans, MyoV-dependent transport of

melanosomes has been linked to the rare autosomal Griscelli syndrome (13). In *Xenopus*, this process is regulated by phosphorylation of MyoV (14).

To date, one of the most comprehensively studied MyoV-driven translocation events is the localization of the so-called She complex in yeast (11). In this translocation complex, the myosin motor, termed Myo4p, interacts with the N-terminal half of its adapter protein She3p to translocate at least 26 different types of mRNA as well as endoplasmic reticulum (ER) (15–24). For mRNA transport, the adapter protein She3p binds with its C-terminal half to the RNA-binding protein She2p (16, 19, 22, 23). She2p itself interacts with target mRNAs, allowing for MyoV-dependent mRNA translocation to the tip of the bud cell (16, 19, 21, 23, 25–27). In contrast to mRNA transport, the mode of interaction between She3p and ER remains elusive (17, 20). In summary, the interaction between Myo4p and She3p is the central step toward translocation-complex assembly for the transport of both types of cargo (16, 17, 19, 20, 22, 23).

Here, we provide insights into how a motor-translocation complex is assembled by a type V myosin motor. For complex assembly, two binding regions of Myo4p, a coiled-coil region-containing fragment and the C-terminal tail, interact with its cargo adapter She3p. To our surprise, we find that Myo4p alone is monomeric even far above physiological concentrations. In addition, we provide evidence that dimerization of Myo4p may occur within the cocomplex with She3p. Based on our *in vitro* and *in vivo* results, we propose a multistep assembly of Myo4p-motor complexes.

Results

Myo4p Binds She3p with High Affinity. In two hybrid and *in vitro* studies, a Myo4p fragment consisting of the C-terminal tail, the coiled-coil region, and part of the lever arm (Myo4p-L-CC tail; Fig. 1*a*) was sufficient for binding to the N-terminal domain of its adapter protein She3p (She3p-N) (16). To characterize this interaction in more detail, we performed surface plasmon resonance (SPR) experiments with surface-coupled She3p-N. Steady-state binding studies revealed that the Myo4p-L-CC tail binds to She3p-N with an equilibrium dissociation constant (K_d) of 172 nM (Fig. 1*b*). Because lever arms of type V myosins do not participate in myosin dimerization (3, 4), we also analyzed a shorter fragment lacking the lever arm. This Myo4p fragment

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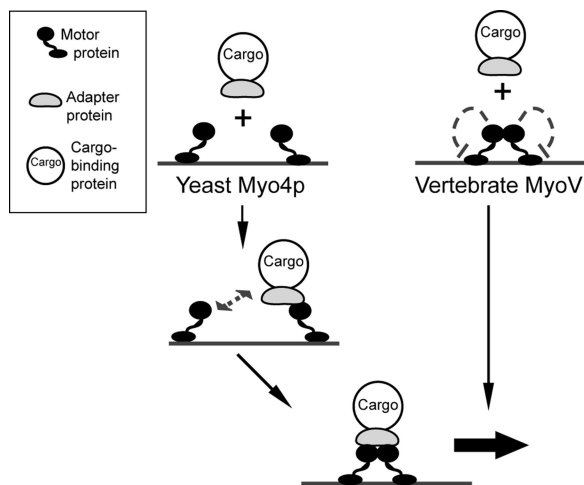


Fig. 7. Model for the assembly of Myo4p-containing translocation complexes. At physiological concentrations, Myo4p is monomeric. In an initial priming step, monomeric Myo4p binds to the adapter protein She3p (left path). Then Myo4p may dimerize in complex with She3p, resulting in the formation of a stable translocation complex. Because Myo4p itself does not dimerize, autoinhibition as observed in vertebrate MyoV (right path) (7–9) is unlikely to be required.

stable complexes can form between She3p-N and Myo4p-CC tail even at nanomolar concentrations (Fig. 1 *b* and *c*). However, once the Myo4p-She3p cocomplex has formed, Myo4p dimerization within the complex may be required for complex stabilization. This conclusion is based on our observation that proteolytic cleavage of the Myo4p-GST dimer after the initial binding reaction results in the disassembly of the cocomplex (Fig. 3 *b–d*).

We should note that we cannot formally exclude the possibility that Myo4p is assembled in the cocomplexes as oligomers higher than dimers. However, type V myosins have thus far been described only as dimers. In addition, artificial dimerization of the Myo4p tail via the GCN4 coiled-coil and GST is compatible with complex formation and stabilizes complexes considerably (Fig. 3*a*). Consistent with this finding is the observation that also a Myo4p-GST dimer is able to interfere with She3p localization *in vivo* (Fig. 5). Furthermore, the observed She3p localization by the Myo2p4p-hybrid motor (Fig. 6) indicates that dimerization is also compatible with cargo translocation. In addition, in *in vitro* motility assays Trybus and colleagues (32) showed that a hybrid motor containing the Myo4p motor domain fused to the lever arm, and the stable dimer-forming coiled-coil domain of murine MyoV (SI Fig. 9) is processive. This finding indicates that Myo4p may move processively once it is dimerized.

Two Regulatory Mechanisms for Myo4p Motility. Vertebrate MyoV dimers are autoinhibited (7–9) unless they are bound by their cargo-interaction partners. According to this model, dimeric Myo4p in the cell would be autoinhibited until She3p-binding activates its motor function (Fig. 7, right path). Because Myo4p is monomeric under physiological conditions, autoinhibition of Myo4p is likely not required. Instead, we suggest that binding of the cargo adapter She3p to monomeric Myo4p induces the assembly of translocation complexes (Fig. 7, left path), which may contain dimeric Myo4p. In both scenarios, the cargo adapter controls the motile activity of the motor protein.

Lacking Processivity of Myo4p *in Vitro*. *In vitro*-motility assays suggested that Myo4p is not a processive motor (33). *In vivo*, however, Myo4p has been shown to move cargo complexes in a way that is consistent with processive motor activity (34). In

addition, the observed motility of the previously mentioned Myo4p motor-containing hybrid myosin (32) implies that full-length Myo4p may also move as dimers.

Because in motility assays, wild-type Myo4p was analyzed at low concentrations and in the absence of stoichiometric amounts of its cargo complex (33), our results suggest that Myo4p might have been monomeric and thus nonprocessive (3–5). On the other hand, in the *in vivo* study the motility of entire translocation complexes was characterized (34). Here, She3p might have helped Myo4p to dimerize and to become processive. Based on our results, we propose that the recapitulation of *in vitro*-motility studies in presence of stoichiometric amounts of She3p increases the processivity of Myo4p.

Importance of Complex Stability for Directional Transport. Time-lapse microscopy revealed that the Myo4p complex translocates one of its cargo mRNAs, termed *ASH1* mRNA, in ≈ 2 min to the bud tip (34). Thus, our measured complex half-life of ≈ 50 s between Myo4p and She3p is likely to be sufficient for complete cargo-complex translocation *in vivo*. Interestingly, *ASH1* mRNA contains four localization elements (35). Each localization element is sufficient for bud localization, but full translocation efficiency requires the presence of all four elements (27). It is tempting to speculate that multiple localization elements recruit multiple motors, resulting in increased translocation efficiency. *IST2* mRNA, which is also translocated by Myo4p, contains only one localization element (25). Consistent with our interpretation, *IST2* mRNA is less efficiently transported and is less stringently localized to the bud tip (36).

Regulation of Motor-Complex Assembly in Higher Eukaryotes. Plant myosin type XI is closely related to MyoV (3, 6). It is interesting to note that two recent studies on myosin XI function show a requirement of their C-terminal tail domain together with the coiled-coil domain for correct localization of myosin fragments (37, 38). These results suggest that myosin XI-dependent cargo-complex assembly may use a mechanism related to the Myo4p and She3p interaction.

A recent study showed that mouse MyoV transports specific mRNA in hippocampal neurons (12). In this study, overexpression of various MyoV-tail fragments suppressed translocation in a manner consistent with our interpretation. Only MyoV tail fragments containing the coiled-coil domain affected the translocation of mRNPs in neuronal cell culture. Although the authors do not follow up on this initial observation, our study provide a mechanistic explanation for such transport processes in vertebrates and yeast. In light of these data, our study suggests that binding regions outside of the C-terminal globular tail might be a universal feature for translocation-complex assembly at least of MyoV-dependent mRNA-transport.

Materials and Methods

Detailed information on plasmids and yeast strains are available in *SI Methods*.

Protein Purification. All myosin fragments were GST-tagged, and She3p-N was His-tagged. All fragments were expressed in *Escherichia coli* and isolated to a purity of $\geq 95\%$ by using standard chromatographic techniques (40). GST-tags were removed by protease cleavage, unless stated otherwise.

Analytical Ultracentrifugation. Experiments were performed with an XL-I analytical ultracentrifuge (Beckman Coulter) and data processed by using the software Ulatrascan 9.0 (B. Demeler, University of Texas Health Sciences Center, San Antonio, TX) and Origin. Rotation speed for sedimentation velocity experiments was 55,000 rpm at 20° and for sedimentation equilibrium experiments 18,000 rpm at 4° in a buffer containing 10 mM

