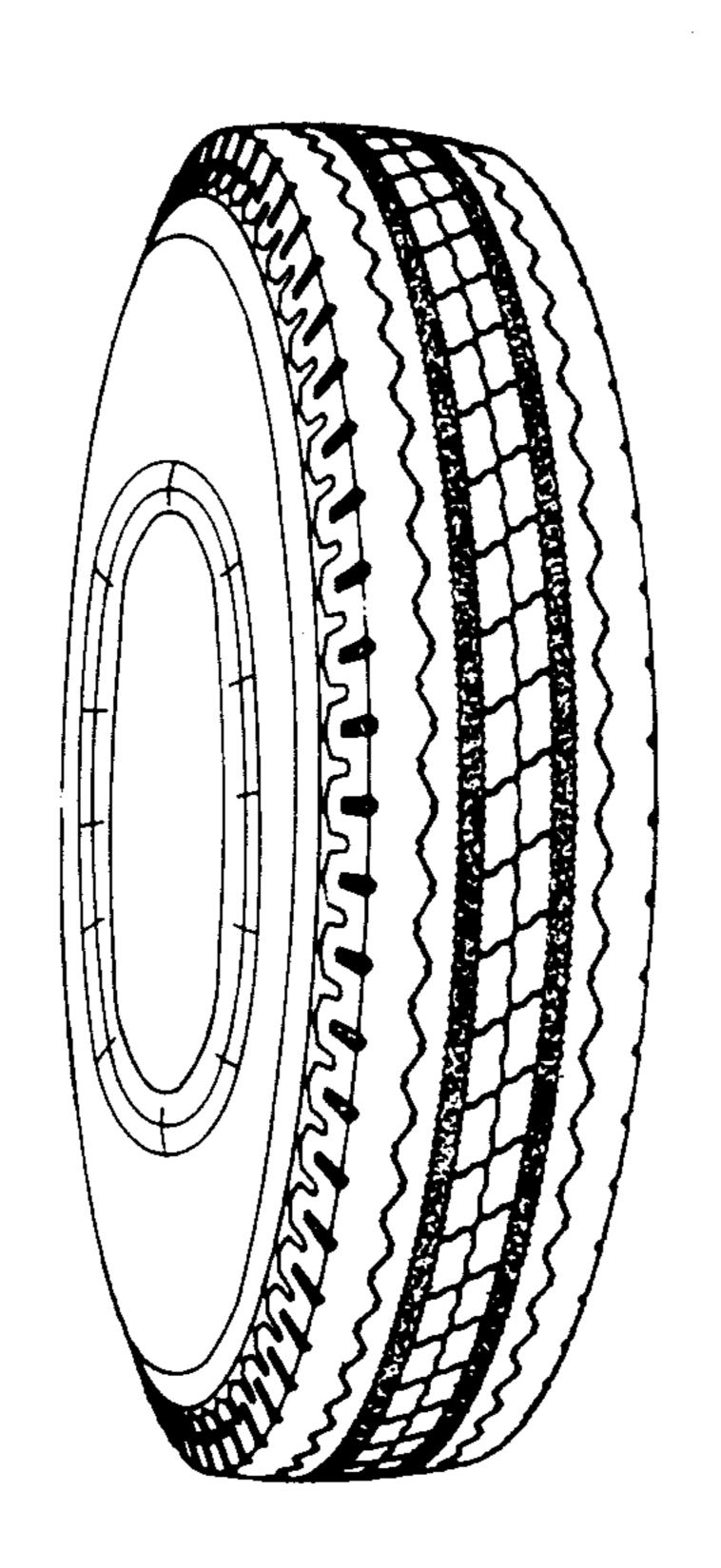
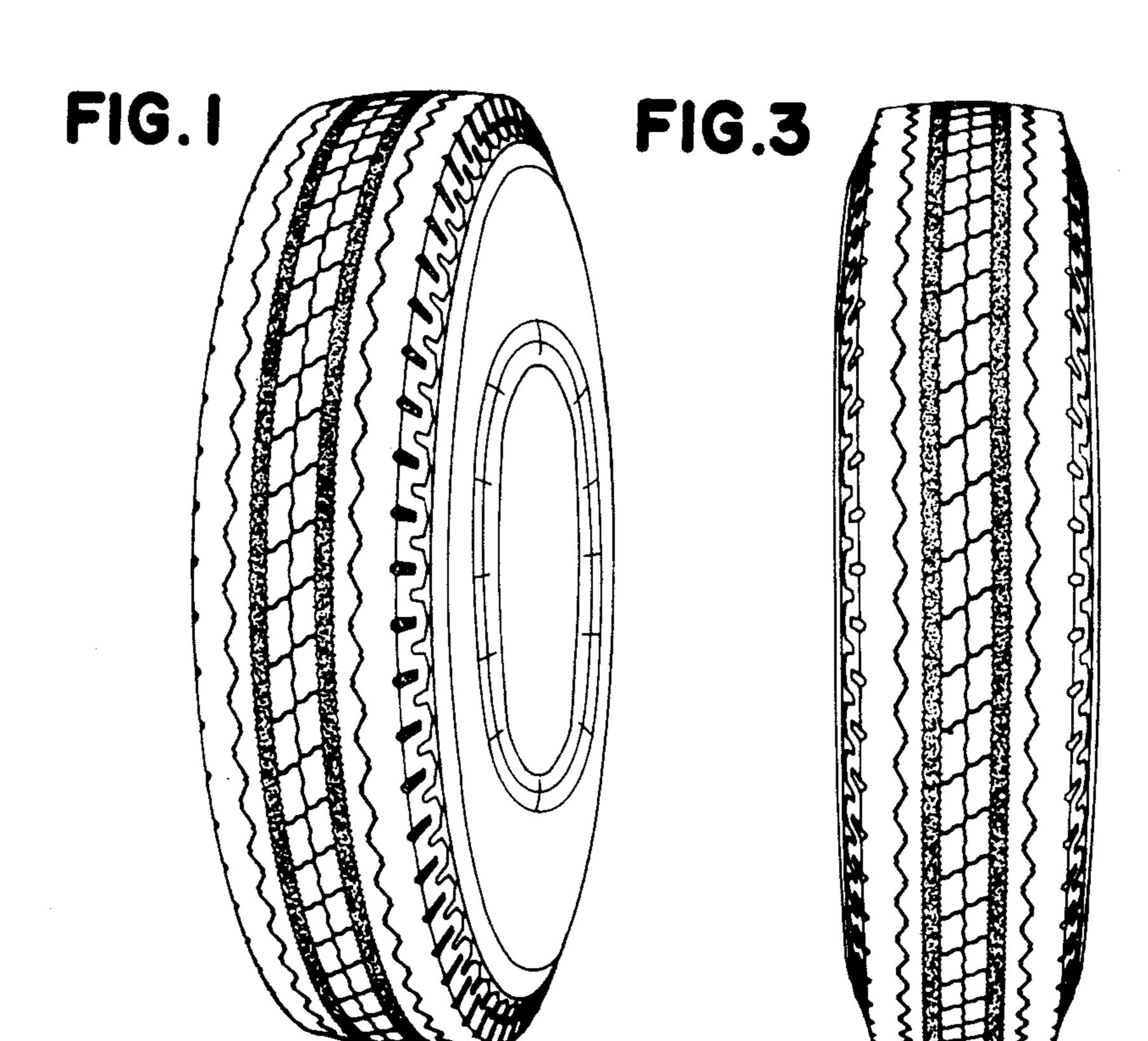
United States Patent [19]

Makino et al.

[11] Des. 253,643 [45] ** Dec. 11, 1979

[54]	VEHICLE	TIRE	[58] Field of Search
[75]	Inventors:	Shigeo Makino, Tokorozawa; Hiroshi Kojima, Hino; Toshio Hayakawa, Higashi-Murayama;	D12/145-151; 152/209 [56] References Cited
		Shigeo Watanabe, Kokubunji, all of Japan	U.S. PATENT DOCUMENTS D. 243,756 3/1977 Makino et al
[73]	Assignee:	Bridgestone Tire Company Limited, Tokyo, Japan	Primary Examiner—James M. Gandy Attorney, Agent, or Firm—I. Irving Silverman
		Longo, Japan	[57] CLAIM
[*]	Notice:	The portion of the term of this patent subsequent to Mar. 22, 1991, has been disclaimed.	The ornamental design for a vehicle tire, substantially as shown and described.
		GISCIAIIIICG.	DESCRIPTION
[**]	Term:	14 Years	
r j	1 01111.	IT I CELS	FIG. I is a perspective view of a vehicle tire showing
[21]	Appl. No.:		FIG. 1 is a perspective view of a vehicle tire showing our new design, it being understood that the tread design is repeated throughout the circumference of the
			our new design, it being understood that the tread design is repeated throughout the circumference of the tire, the opposite side being substantially the same as that shown;
[21]	Appl. No.: Filed:	810,370	our new design, it being understood that the tread design is repeated throughout the circumference of the tire, the opposite side being substantially the same as that shown; FIG. 2 is a side elevational view thereof;
[21] [22] [30] Apr.	Appl. No.: Filed: Foreign 22, 1977 [JP	810,370 Jun. 27, 1977 Application Priority Data Japan	our new design, it being understood that the tread design is repeated throughout the circumference of the tire, the opposite side being substantially the same as that shown;
[21] [22] [30] Apr. [51]	Appl. No.: Filed: Foreign 22, 1977 [JP Int. Cl.	810,370 Jun. 27, 1977 Application Priority Data	our new design, it being understood that the tread design is repeated throughout the circumference of the tire, the opposite side being substantially the same as that shown; FIG. 2 is a side elevational view thereof; FIG. 3 is a front elevational view thereof; FIG. 4 is an enlarged fragmentary plan view thereof;





Dec. 11, 1979

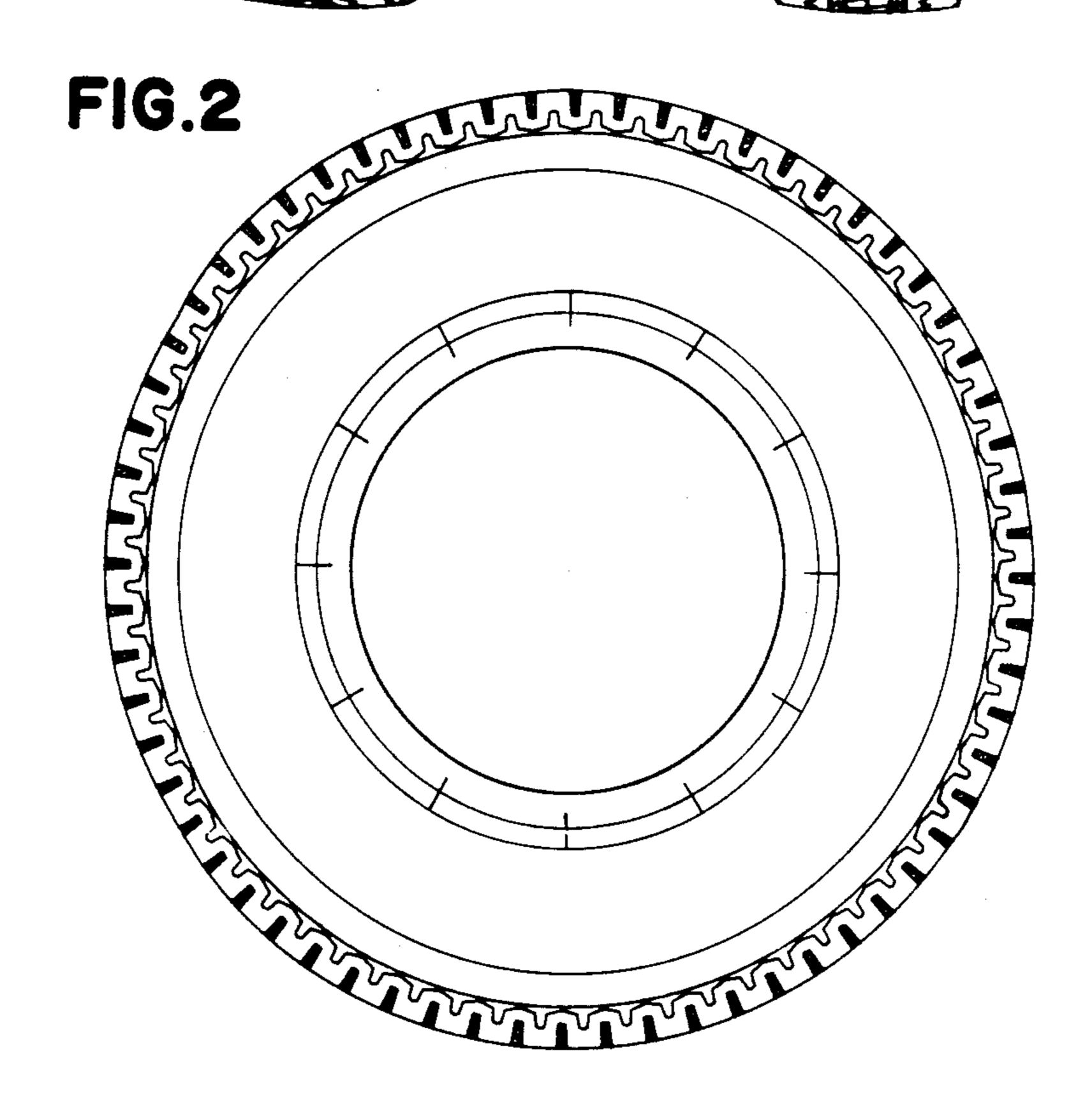


FIG.4

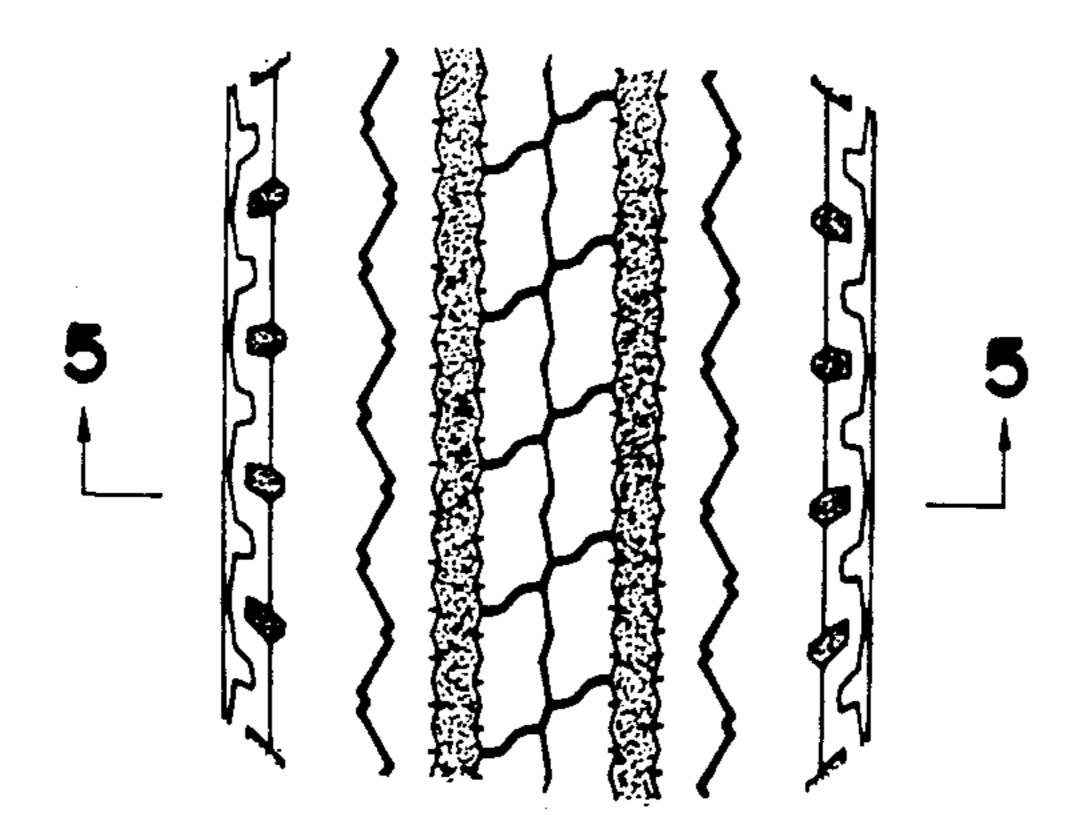


FIG.5

