



US00D336273S

**United States Patent** [19]  
**Kohara et al.**

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[45] **Date of Patent: \*\* Jun. 8, 1993**

[54] **AUTOMOBILE TIRE**

[75] **Inventors:** Kei Kohara, Osaka; Nobumitsu Iio, Hyogo, both of Japan  
[73] **Assignee:** Sumitomo Rubber Industries, Ltd., Kobe, Japan  
[\*\*] **Term:** 14 Years  
[21] **Appl. No.:** 738,750  
[22] **Filed:** Aug. 1, 1991

[30] **Foreign Application Priority Data**  
Feb. 5, 1991 [JP] Japan ..... 3-2835  
[52] **U.S. Cl.** ..... D12/147; D12/145  
[58] **Field of Search** ..... D12/141, 145-151; 152/209 R, 209 D

[56] **References Cited**  
**U.S. PATENT DOCUMENTS**  
D. 287,955 1/1987 Hayakawa et al. .... D12/147  
D. 313,582 1/1991 Tsutsumi et al. .... D12/146

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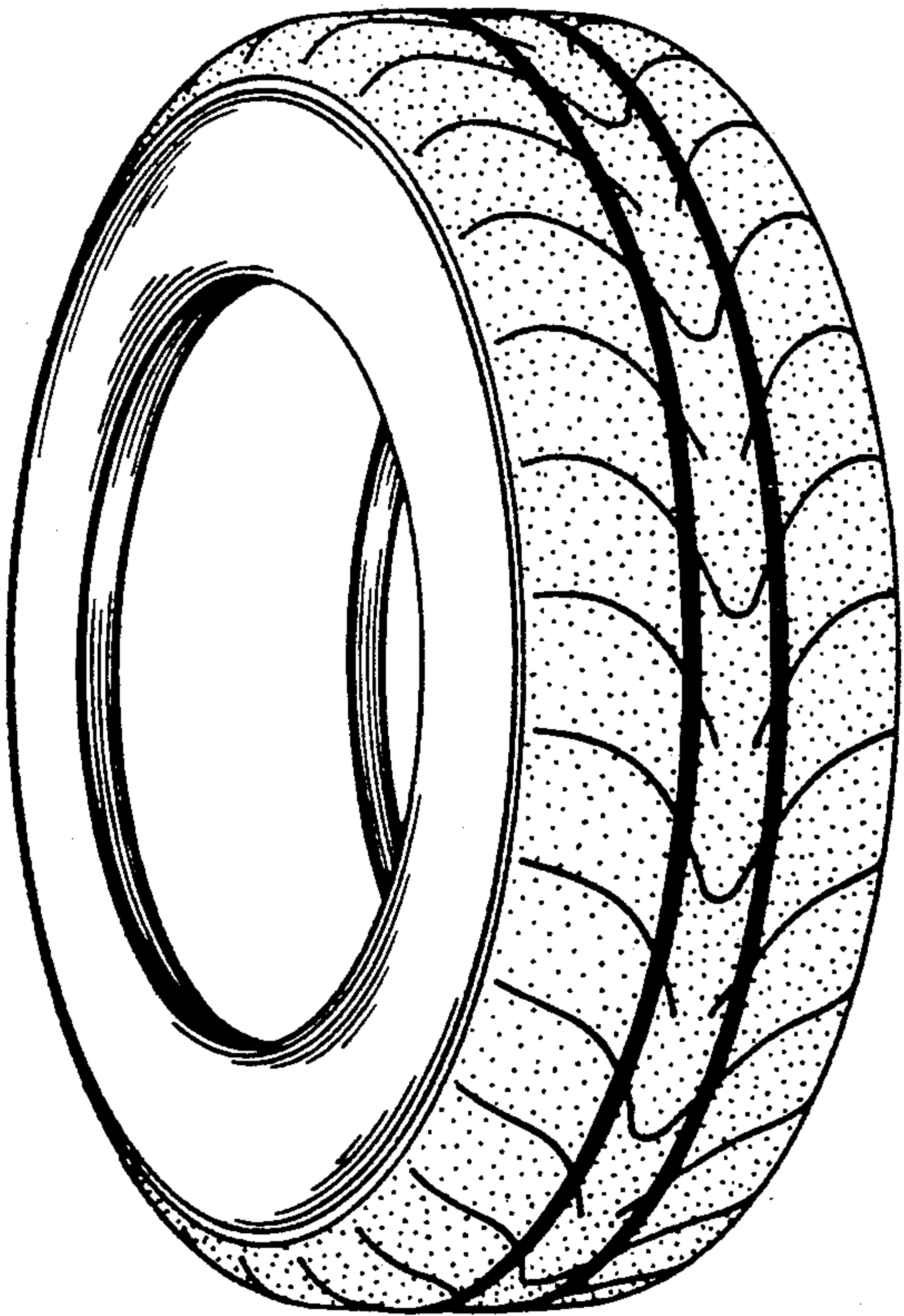
“Bridgestone Potenza Re 71R(P) B-TL-P-SB-RP-5-0-55-60-PM-M-RD.” 1990 Tread Design Guide a Bennett Garfield Publication, p. 16.  
*Primary Examiner*—James M. Gandy  
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[57] **CLAIM**

The ornamental design for an automobile tire, as shown and described.

**DESCRIPTION**

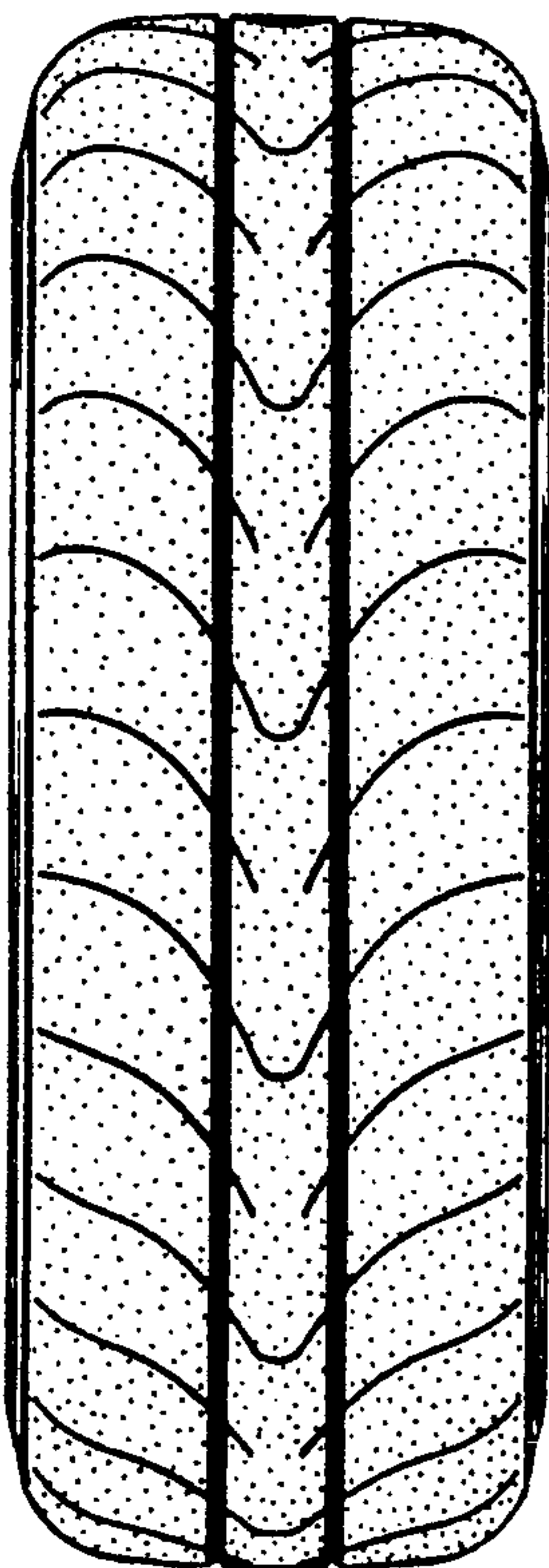
FIG. 1 is a front perspective view of an automobile tire showing our new design, it being understood that the tread design is repeated uniformly throughout the circumference of the tire and the opposite side is the same as that shown;  
FIG. 2 is a front elevational view thereof;  
FIG. 3 is a top plan view thereof;  
FIG. 4 is a rear elevational view thereof;  
FIG. 5 is a side elevational view thereof; and,  
FIG. 6 is an enlarged fragmentary front elevational view thereof.



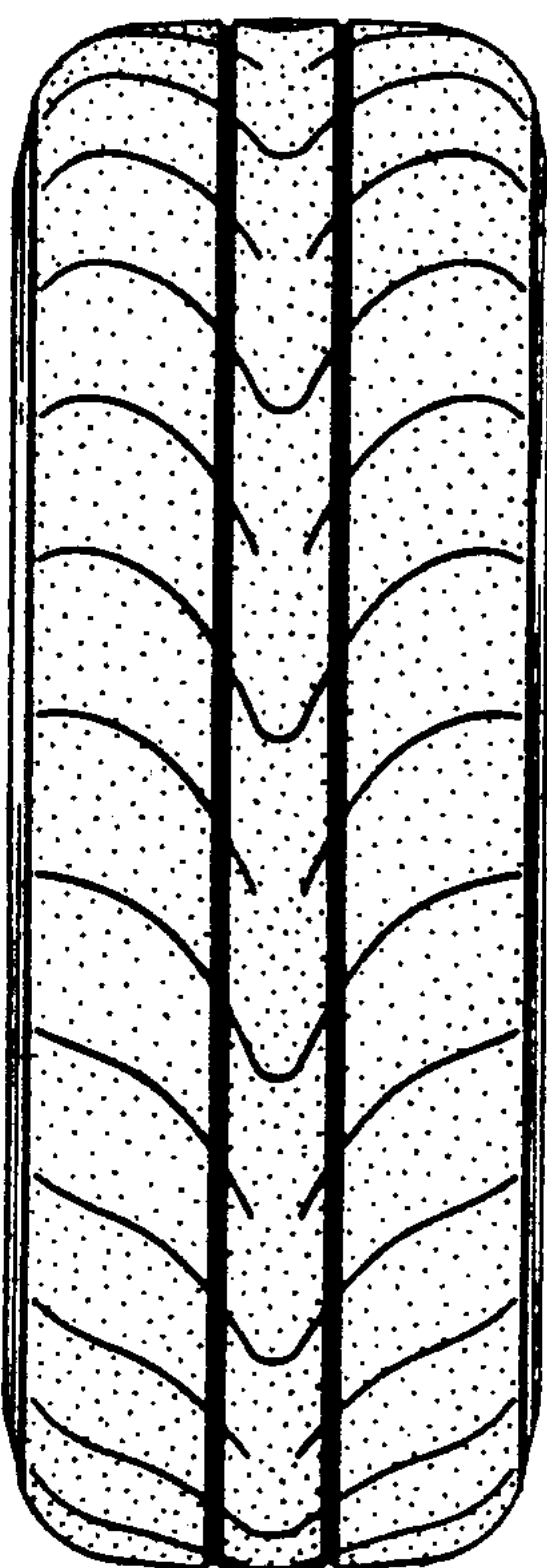
*FIG. 1*



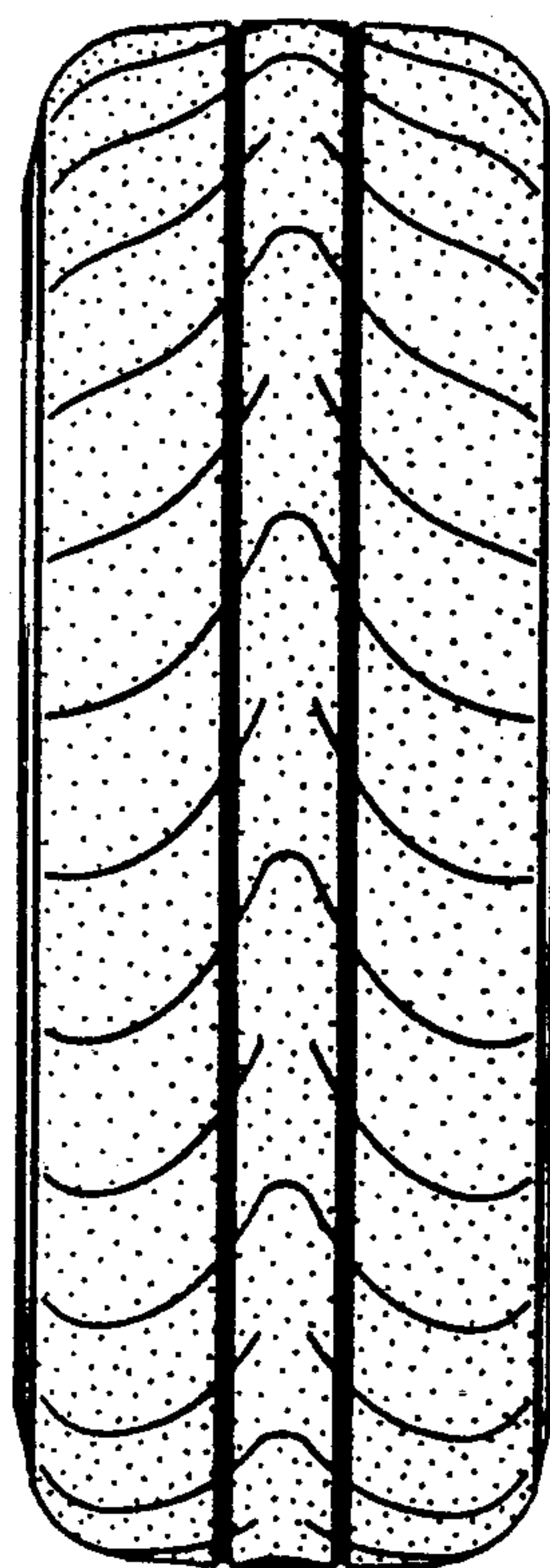
*FIG. 2*



*FIG. 3*

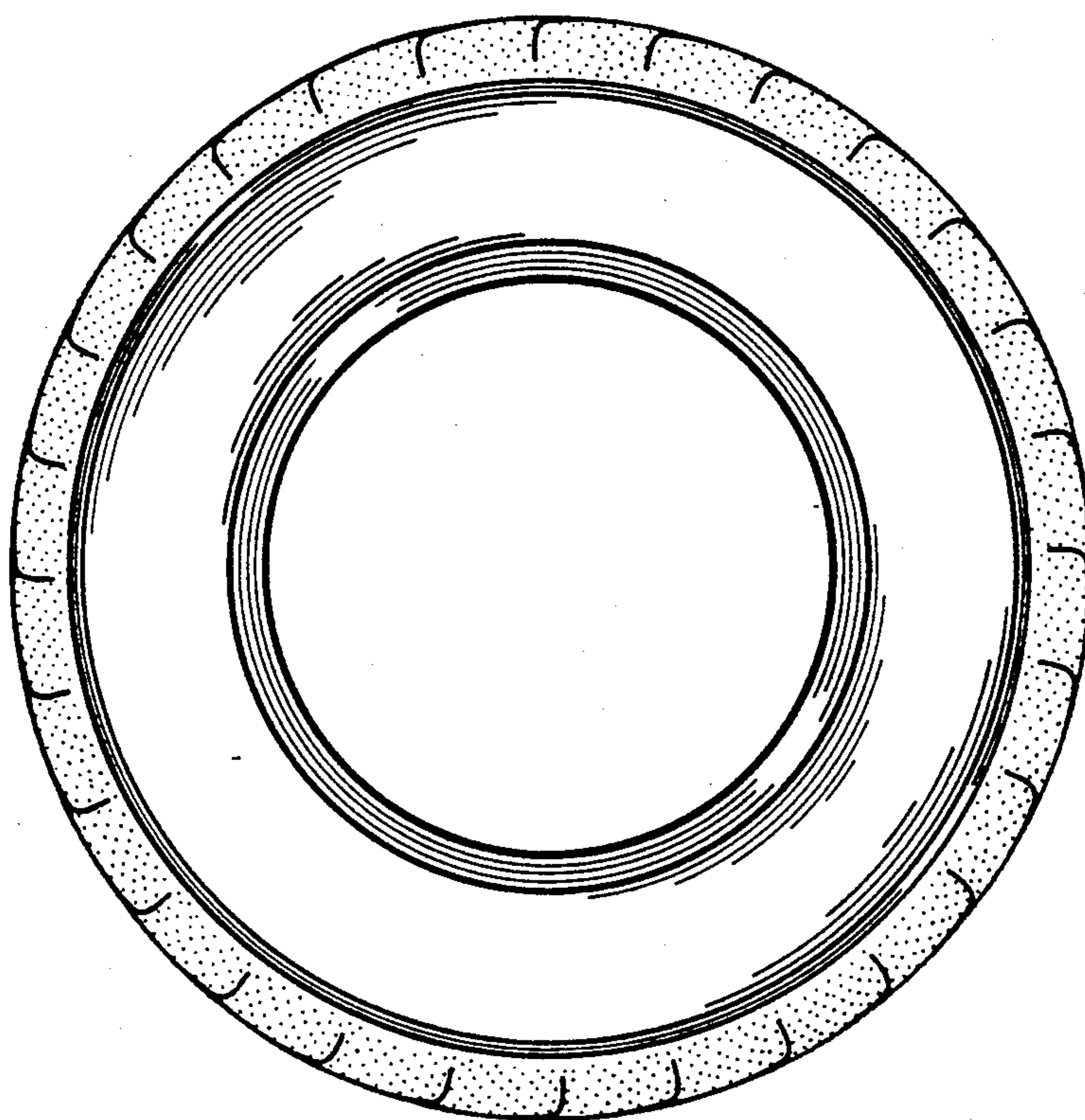


*FIG. 4*





*FIG. 5*



*FIG. 6*

