



US00D339558S

United States Patent [19]

[11] Patent Number: **Des. 339,558**

Sulkowski

[45] Date of Patent: **** Sep. 21, 1993**

- [54] TIRE
- [75] Inventor: **David J. Sulkowski, Guilford, Conn.**
- [73] Assignee: **Pirelli Armstrong Tire Corporation, New Haven, Conn.**
- [**] Term: **14 Years**
- [21] Appl. No.: **896,551**
- [22] Filed: **Jun. 10, 1992**

4,721,141 1/1988 Collette et al. 152/209 A
 4,913,208 4/1990 Anderson et al. 152/209 R

OTHER PUBLICATIONS

1990 Tread Design Guide, p. 69, Sumitomo Ultra HT/R50 HR Tire & HT/R65 HR Tire, third row down from top, left side of page.
 1990 Tread Design Guide p. 70, Summit Mega Torque Plus II Tire, top center of page.
 1990 Tread Design Guide, p. 75, Visa VX60U Tire, second row down from top, left side of page.

Primary Examiner—James M. Gandy
Attorney, Agent, or Firm—St. Onge Steward Johnston & Reens

Related U.S. Application Data

- [63] Continuation of Ser. No. 518,991, May 4, 1990, abandoned.
- [52] U.S. Cl. **D12/146**
- [58] Field of Search **D12/137, 138, 146-151; 152/209 R, 209 B, 209 D**

[57] CLAIM

The ornamental design for a tire, as shown and described.

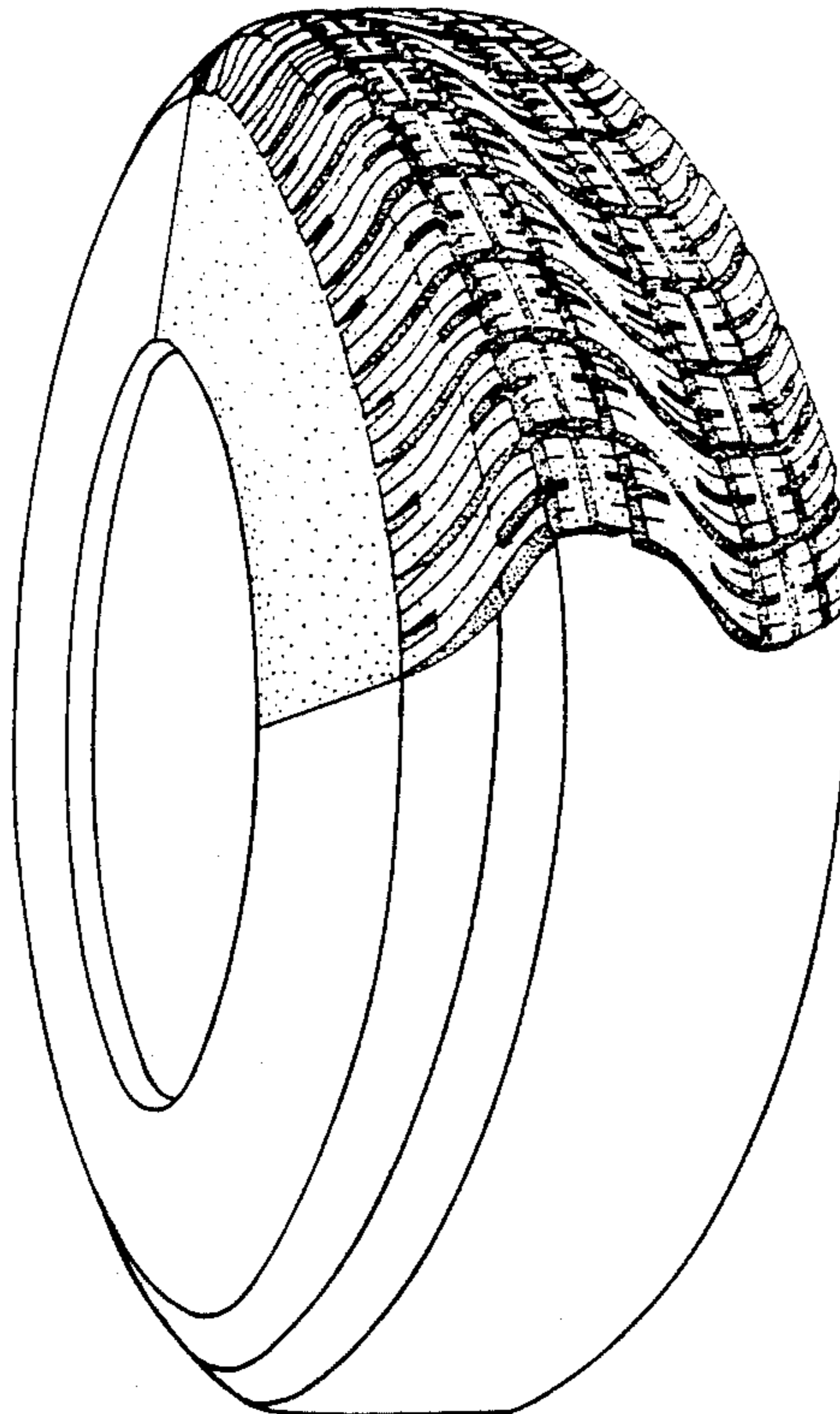
[56] References Cited

U.S. PATENT DOCUMENTS

D. 234,926	4/1975	Allen et al.	D12/146
D. 273,856	5/1984	Voegler	D12/146
D. 283,501	4/1986	Hitzky	D12/147
D. 284,178	6/1986	Kawabata et al.	D12/147
D. 284,562	7/1986	Kojima et al.	D12/147
D. 291,874	9/1987	Hayakawa et al.	D12/127
D. 292,080	9/1987	Hayakawa et al.	D12/146
D. 294,339	2/1988	Brayer	D12/146
D. 307,121	4/1990	Messer	D12/147
D. 313,781	1/1991	Kuroda	D12/147
D. 316,534	4/1991	Hutz	D12/147
4,282,915	8/1981	Fontaine	D12/146
4,545,415	10/1985	Lindner et al.	152/209 R
4,632,166	12/1986	Fontaine et al.	152/209 R

DESCRIPTION

FIG. 1 is a perspective view of a tire showing my new design, it being understood that the tread pattern is repeated throughout the circumference of the tire as shown schematically by solid lines, the opposite side being substantially the same as that shown;
 FIG. 2 is an enlarged fragmentary plan view of the tire of FIG. 1; and,
 FIGS. 3-7 are enlarged fragmentary plan views of second, third, fourth, fifth and sixth embodiments of a tire, it being understood that the tread pattern of these embodiments is repeated throughout the circumference of the tire as in the FIG. 1 illustration, and the sides are the same as the first embodiment shown in FIG. 1.



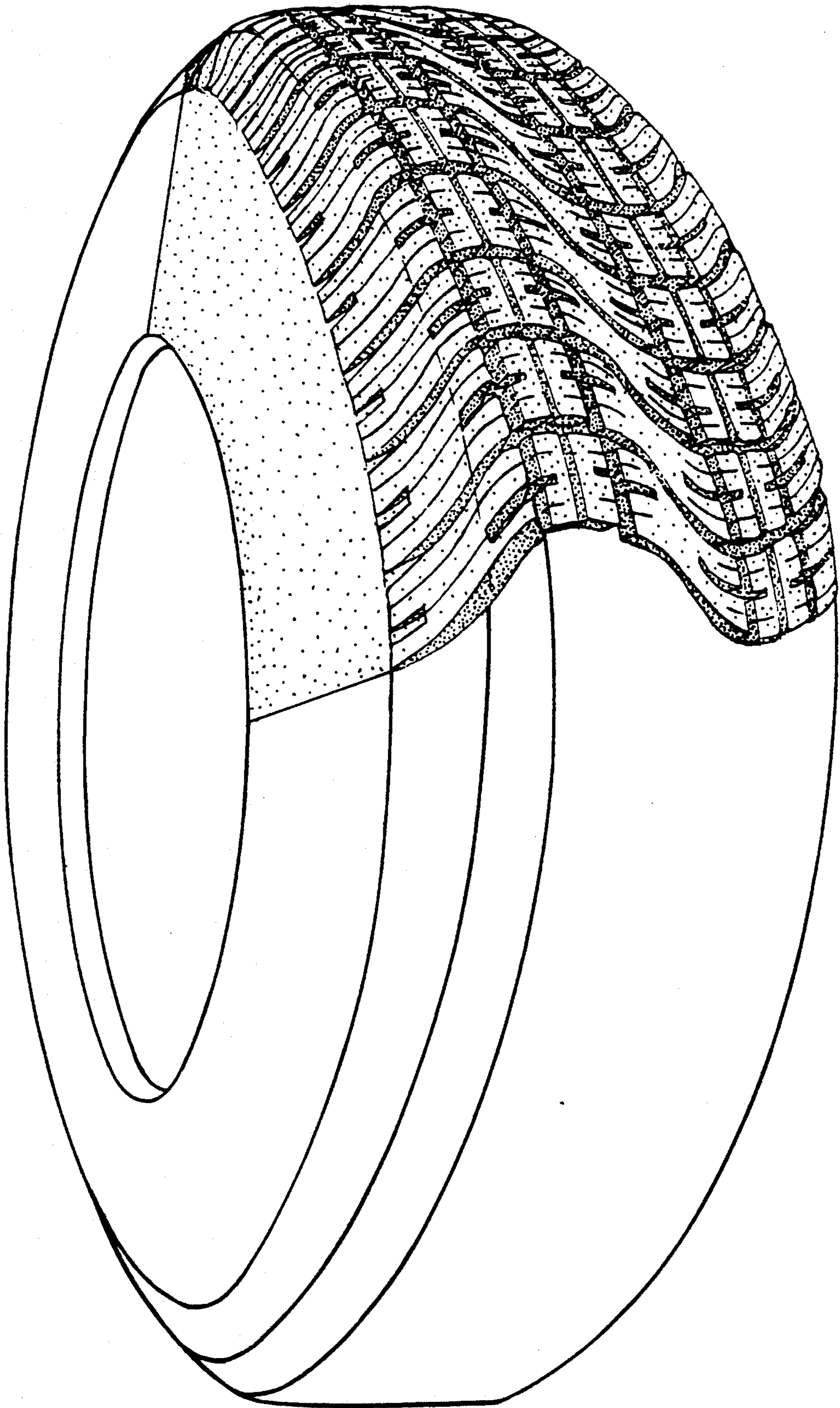


FIG. 1

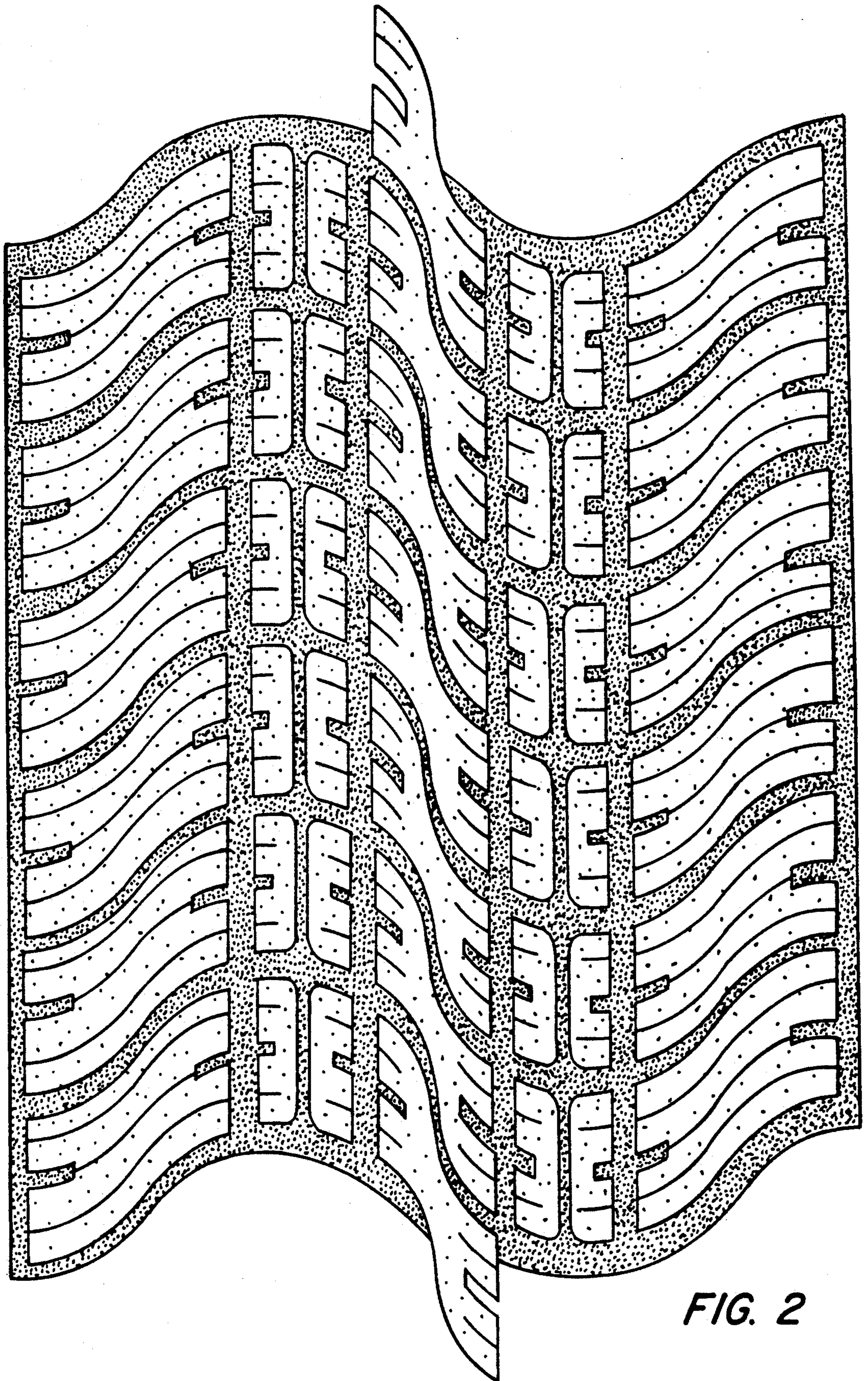


FIG. 2

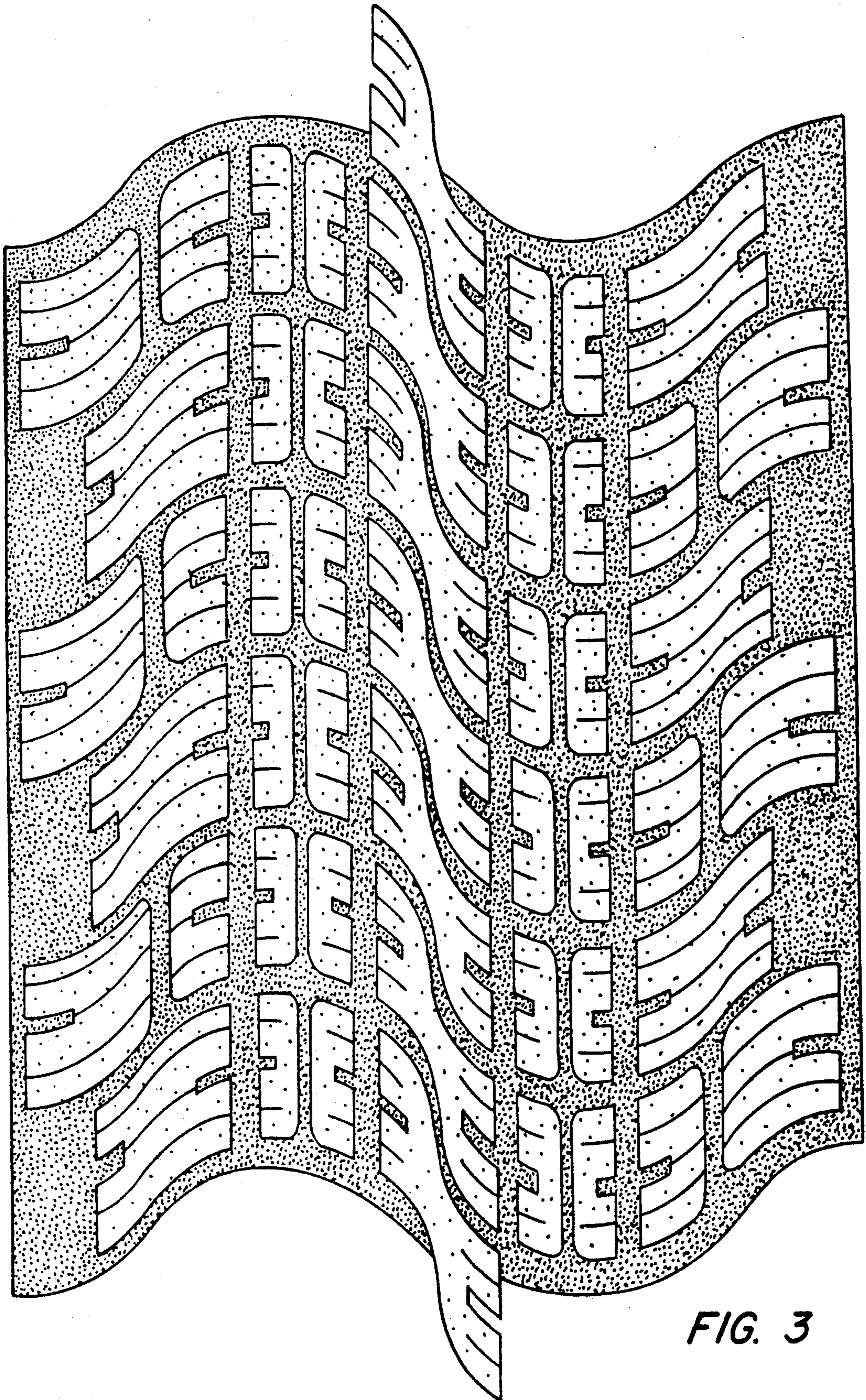


FIG. 3

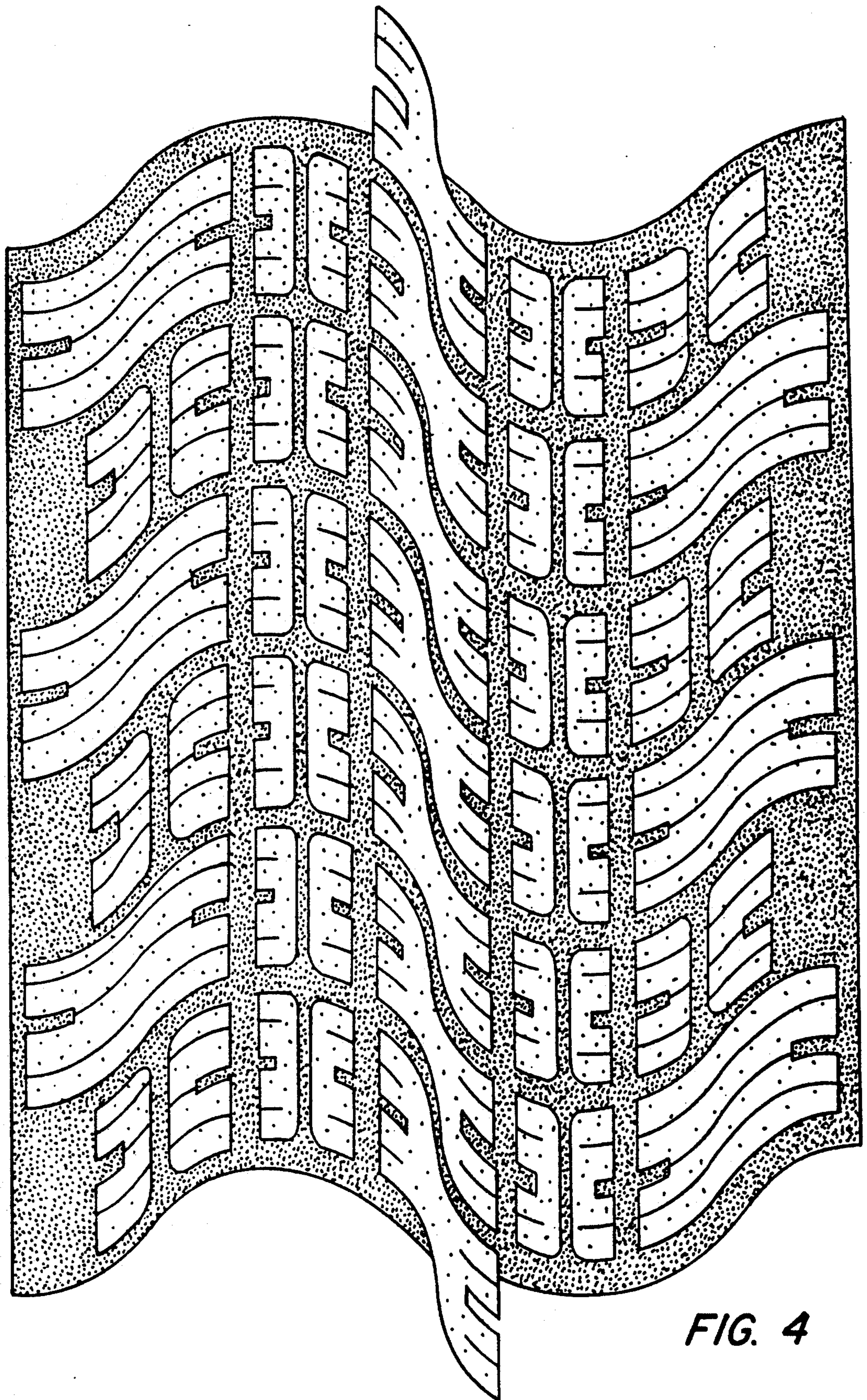


FIG. 4

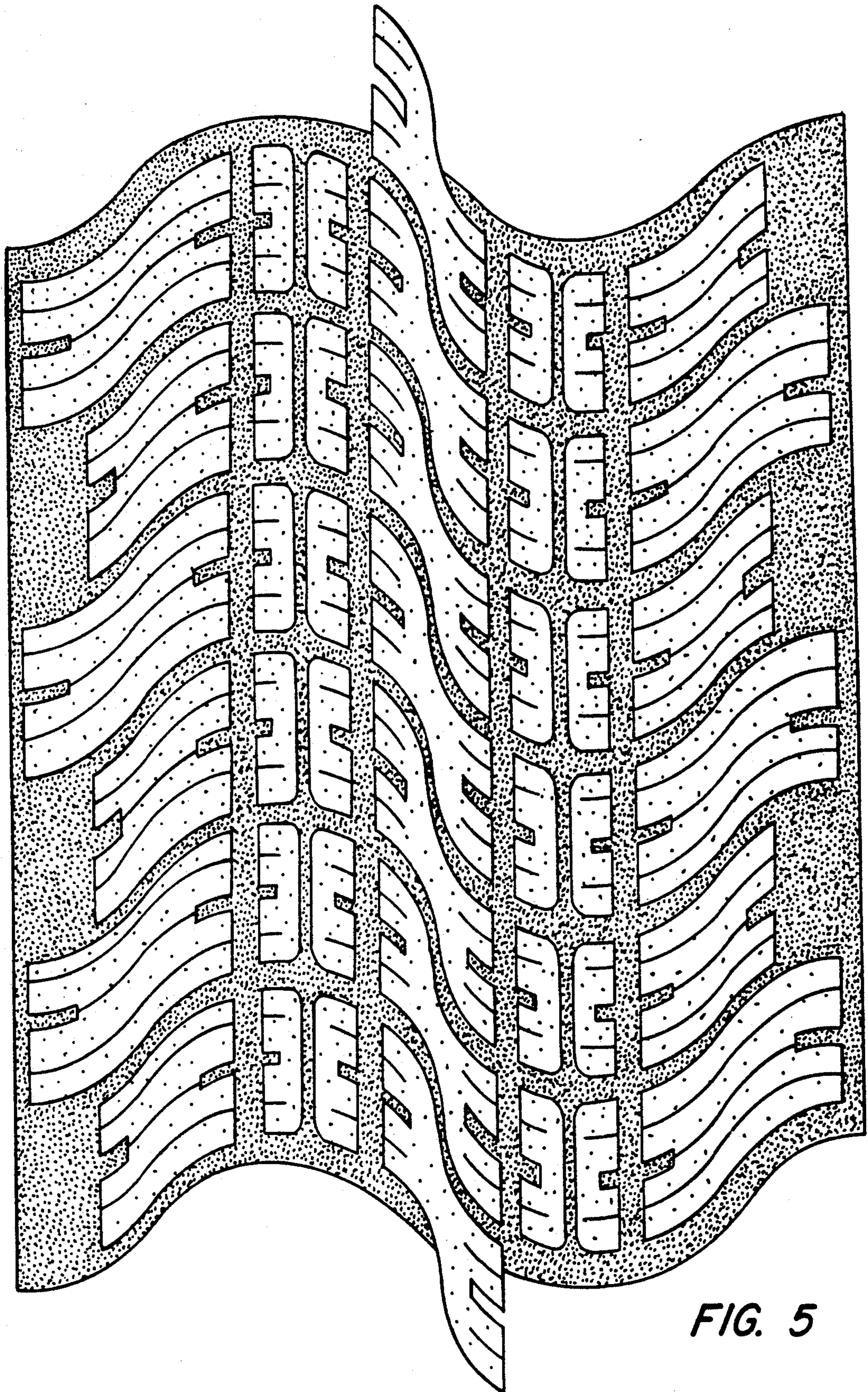


FIG. 5

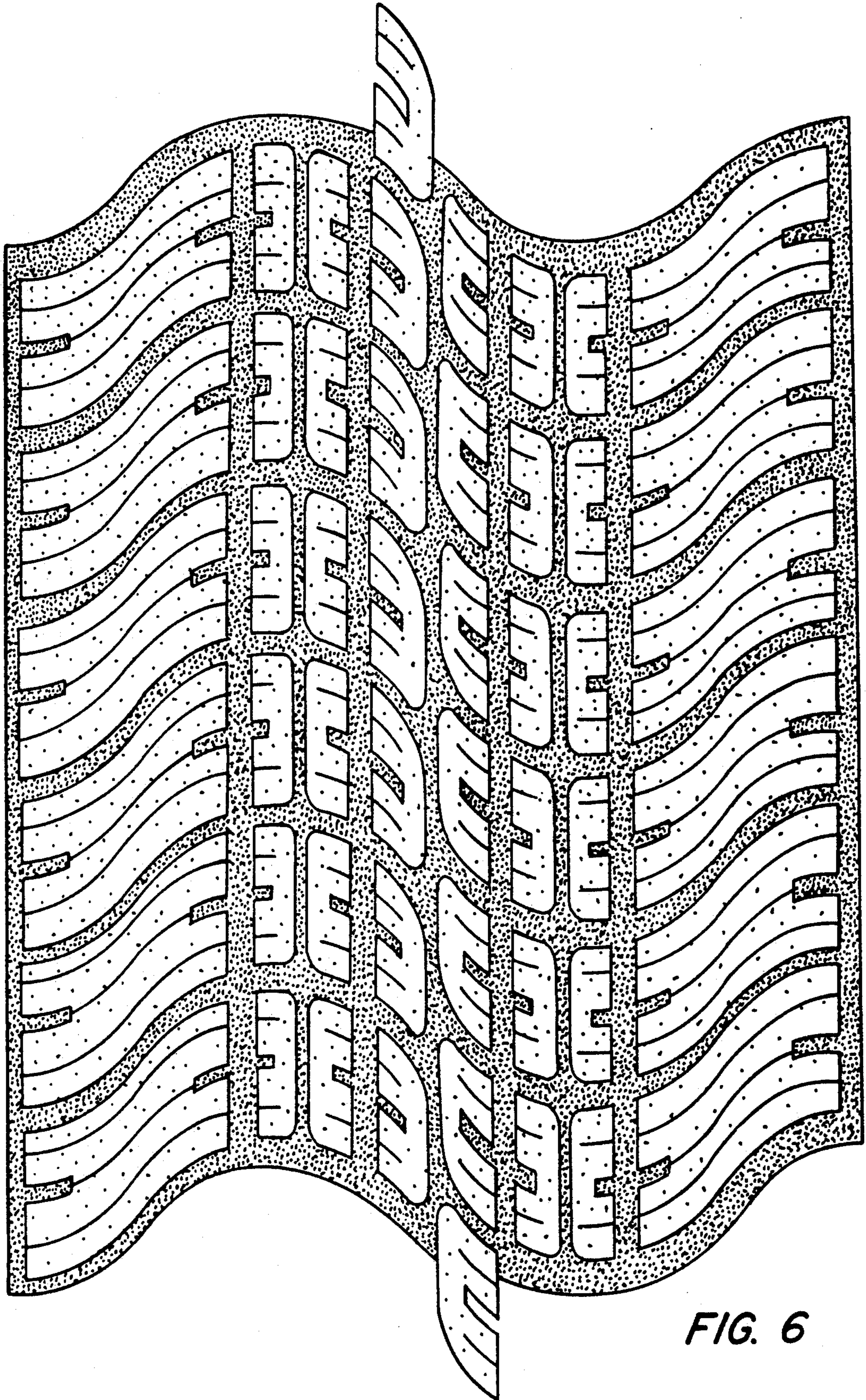


FIG. 6

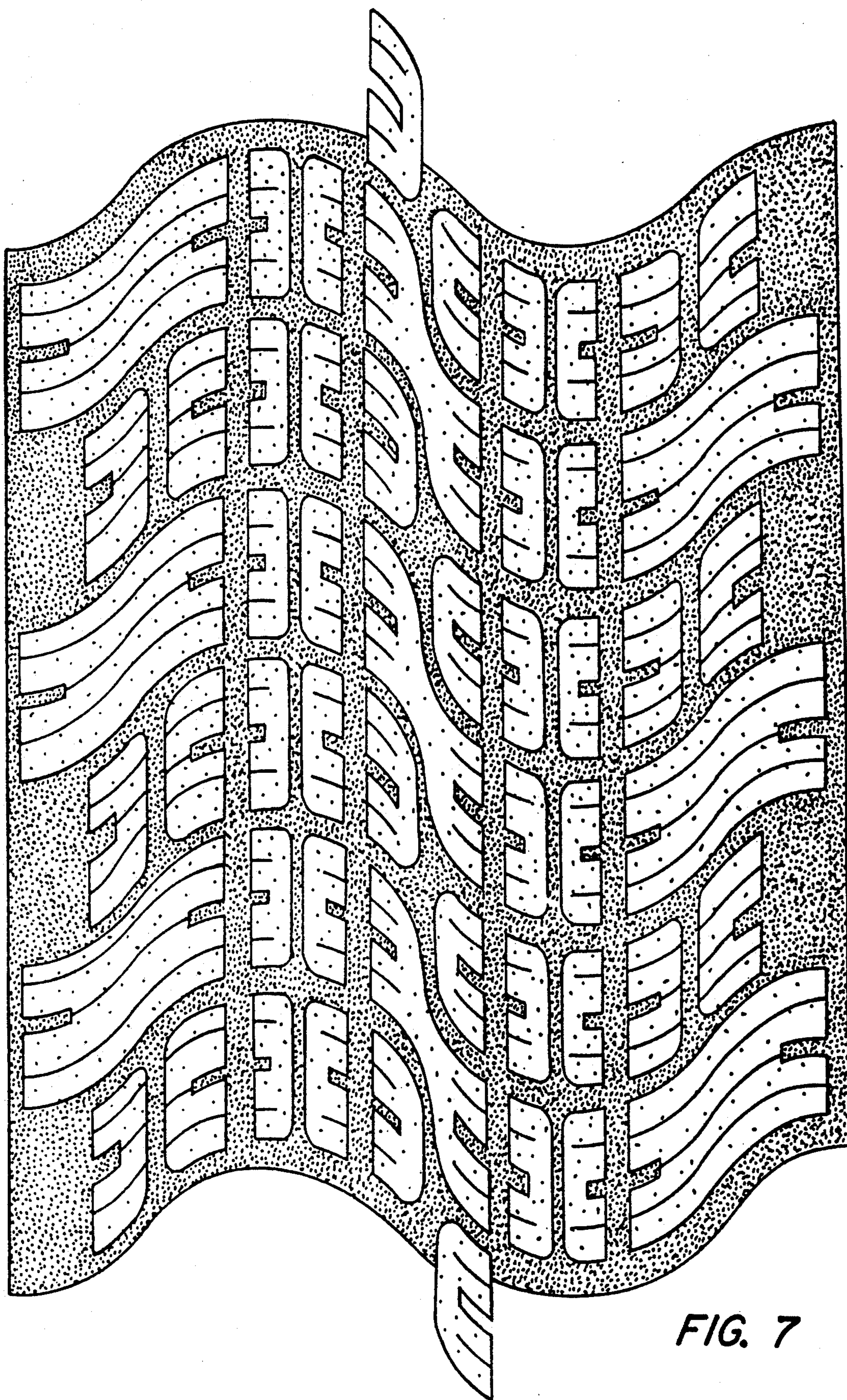


FIG. 7