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United States Patent [19]

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Bonko

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[54] **NON-DIRECTIONAL PNEUMATIC TIRE FOR USE ON AGRICULTURAL TRACTORS AND OTHER LIKE VEHICLES**

2,324,996	7/1943	Coben .	
3,841,372	10/1974	Boileau	152/209
3,844,326	10/1974	Verdier	152/209
5,046,541	9/1991	Bonko	152/209

[75] Inventor: **Mark L. Bonko**, Uniontown, Ohio

OTHER PUBLICATIONS

[73] Assignee: **The Goodyear Tire & Rubber Company**, Akron, Ohio

1994 Tread Design Guide, p. 173, Michelin XTL Tire, second row down from top, right side of page.

[**] Term: **14 Years**

Primary Examiner—James M. Gandy
Attorney, Agent, or Firm—David L. King

[21] Appl. No.: **24,713**

[57] CLAIM

[22] Filed: **Jun. 20, 1994**

The ornamental design for a non-directional pneumatic tire for use on agricultural tractors and other like vehicles, as shown and described.

[52] U.S. Cl. **D12/147**

[58] Field of Search D12/136, 140, D12/146-151; 152/209 R, 209 B, 209 D

DESCRIPTION

[56] References Cited

FIG. 1 is a perspective view of a preferred tire according to the present invention;

U.S. PATENT DOCUMENTS

D. 168,675	1/1953	Custer .	
D. 169,835	6/1953	Billingsley .	
D. 170,710	10/1953	Nellen .	
D. 172,996	9/1954	Smith .	
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D. 178,166	7/1956	Benson	D90/20
D. 342,927	1/1994	Thomas	D12/136
1,142,470	6/1915	Wheelock .	
1,185,481	5/1916	Clark .	
1,197,030	9/1916	Jenkins .	
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2,113,527	4/1938	Hale .	
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2,241,227	5/1941	Wait et al. .	
2,271,337	1/1942	Hale et al. .	

FIG. 2 is a plan view of the preferred tire according to the present invention;

FIG. 3 is a side view of the preferred tire according to the present invention;

FIG. 4 is a fragmentary view of a tread portion of the preferred tire according to the present invention;

FIG. 5 is a perspective view of a second embodiment tire according to the present invention;

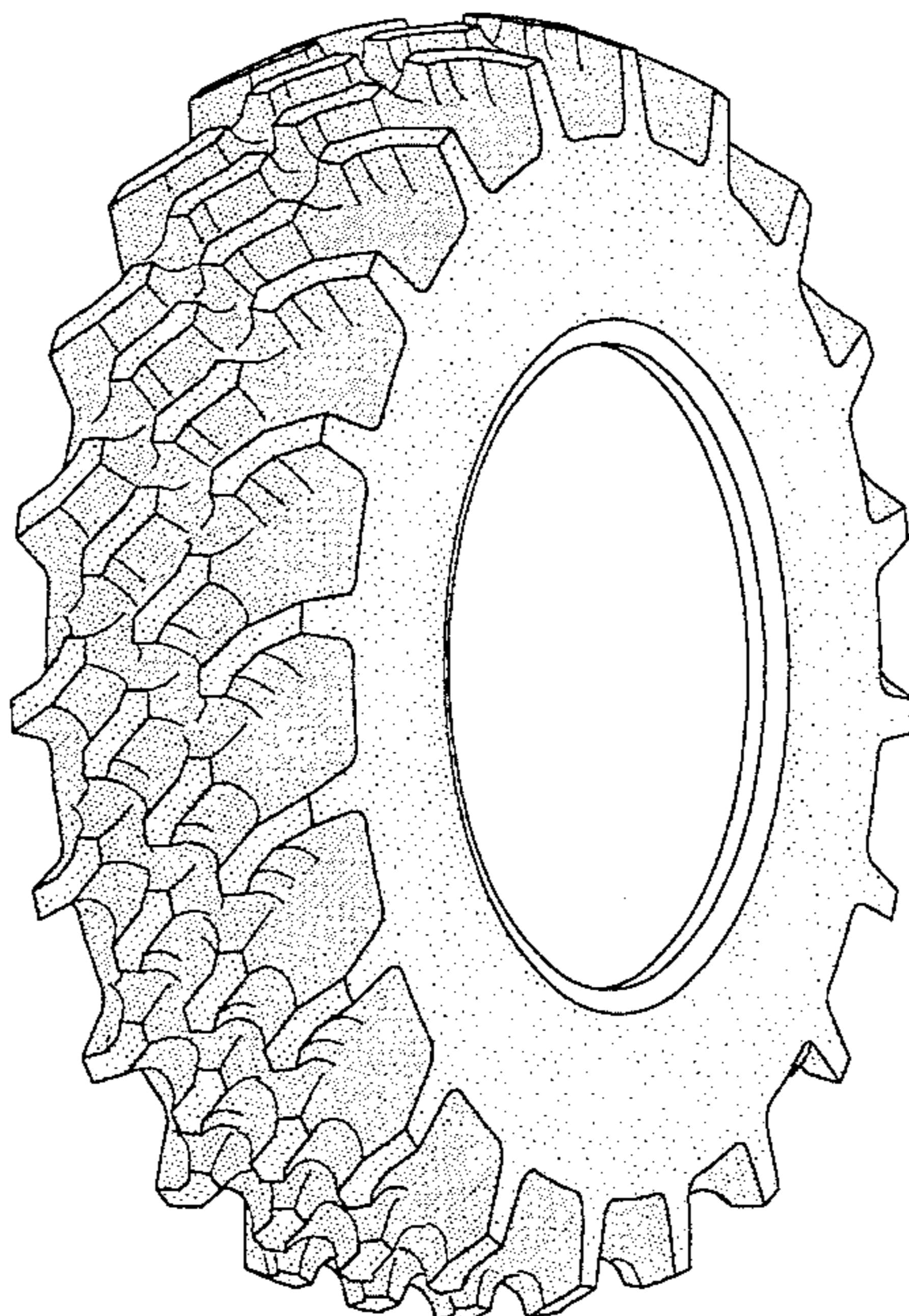
FIG. 6 is a plan view the second embodiment tire according to the present invention;

FIG. 7 is a side view of the second embodiment tire according to the present invention; and,

FIG. 8 is a fragmentary view of a tread portion of the second embodiment tire according to the present invention.

The tread pattern is understood to be repeated uniformly throughout the circumference of both embodiments of the tire, and the side opposite to that shown in FIGS. 3 and 7 is a mirror image thereof.

1 Claim, 8 Drawing Sheets



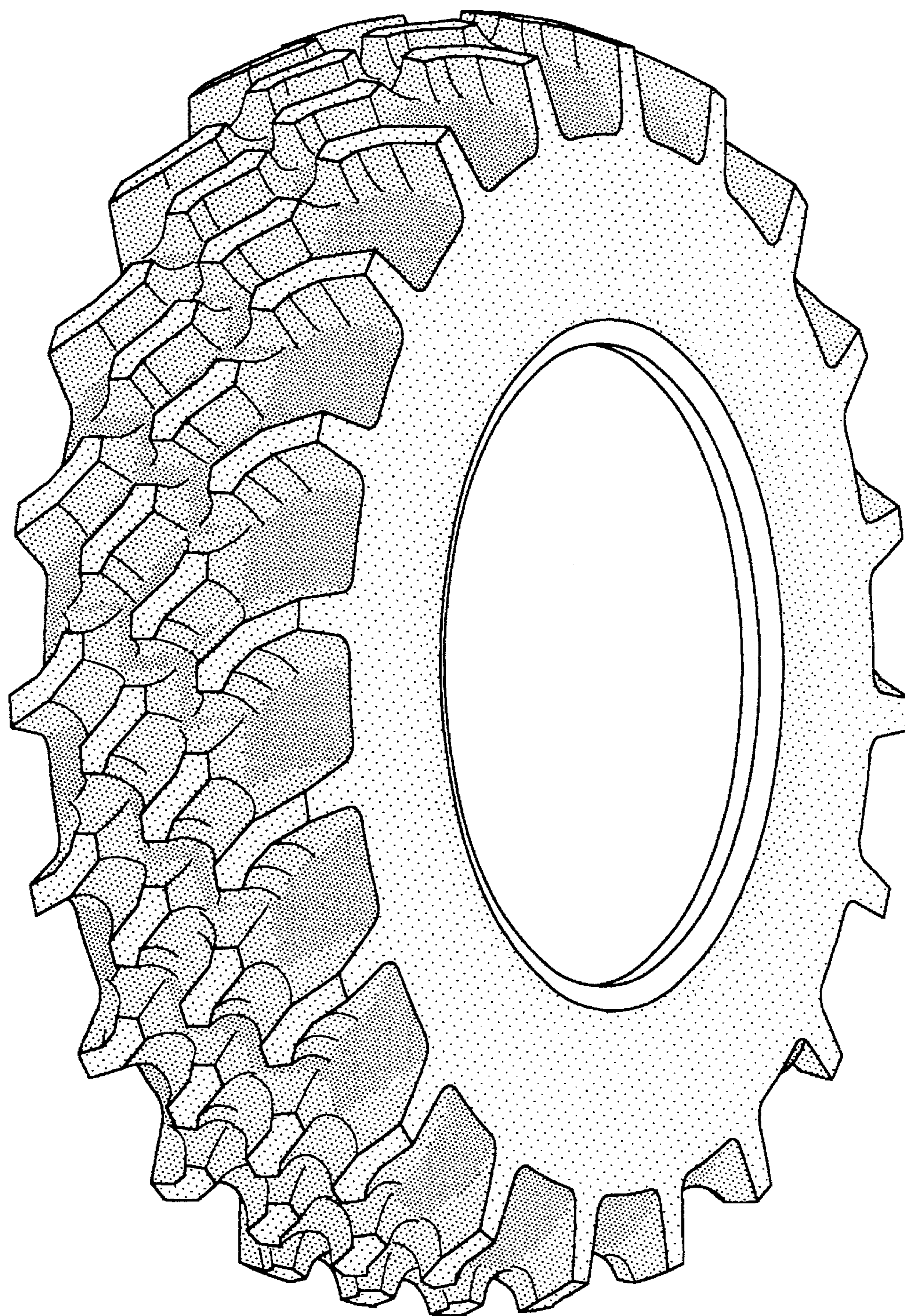


FIG-1

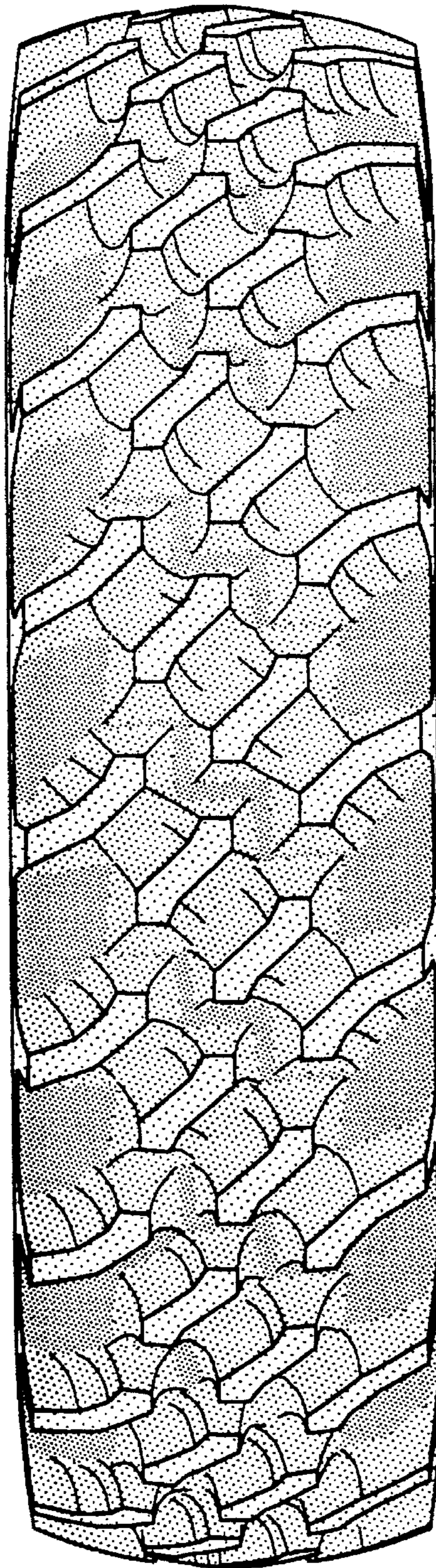


FIG-2

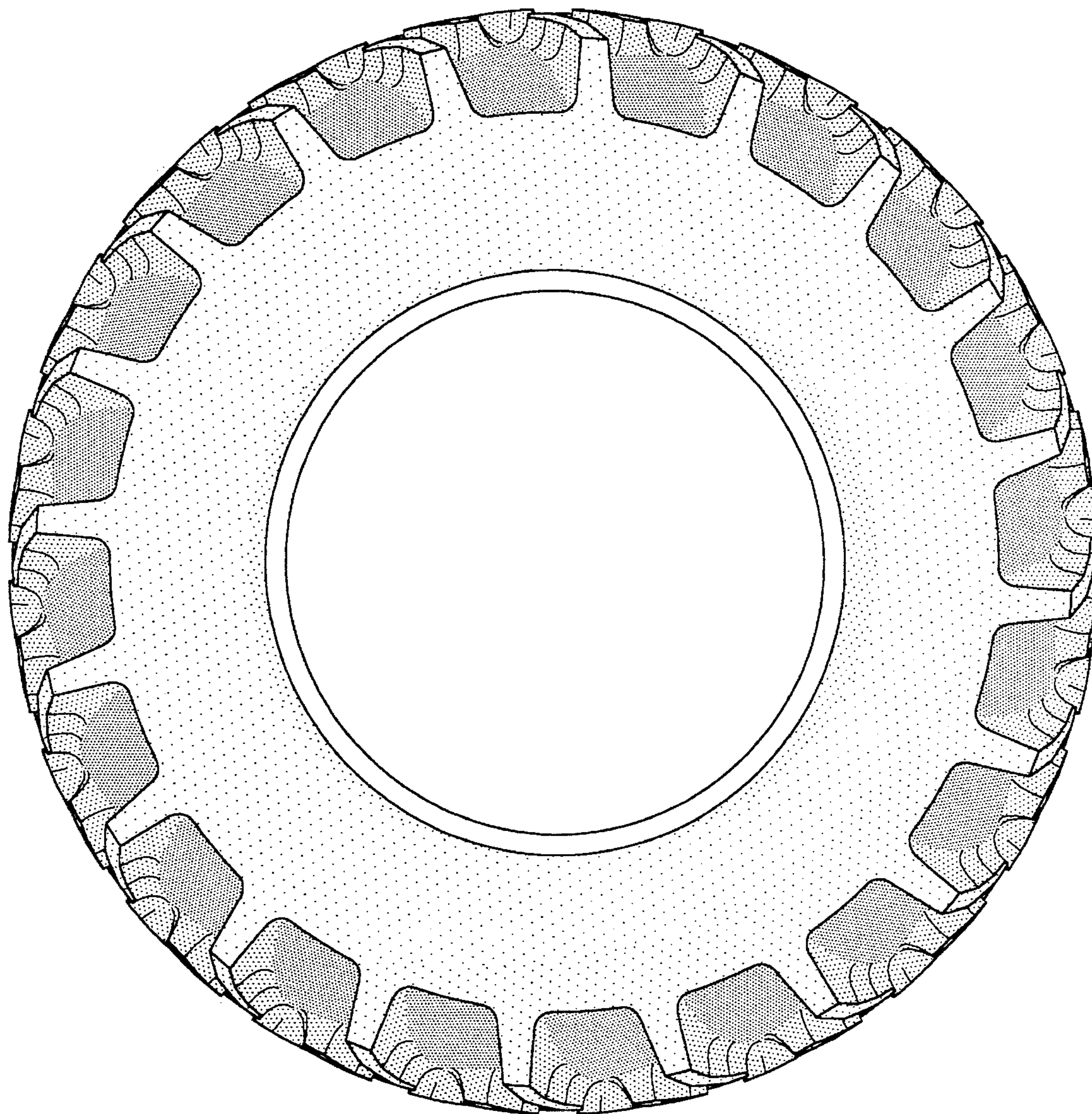


FIG-3

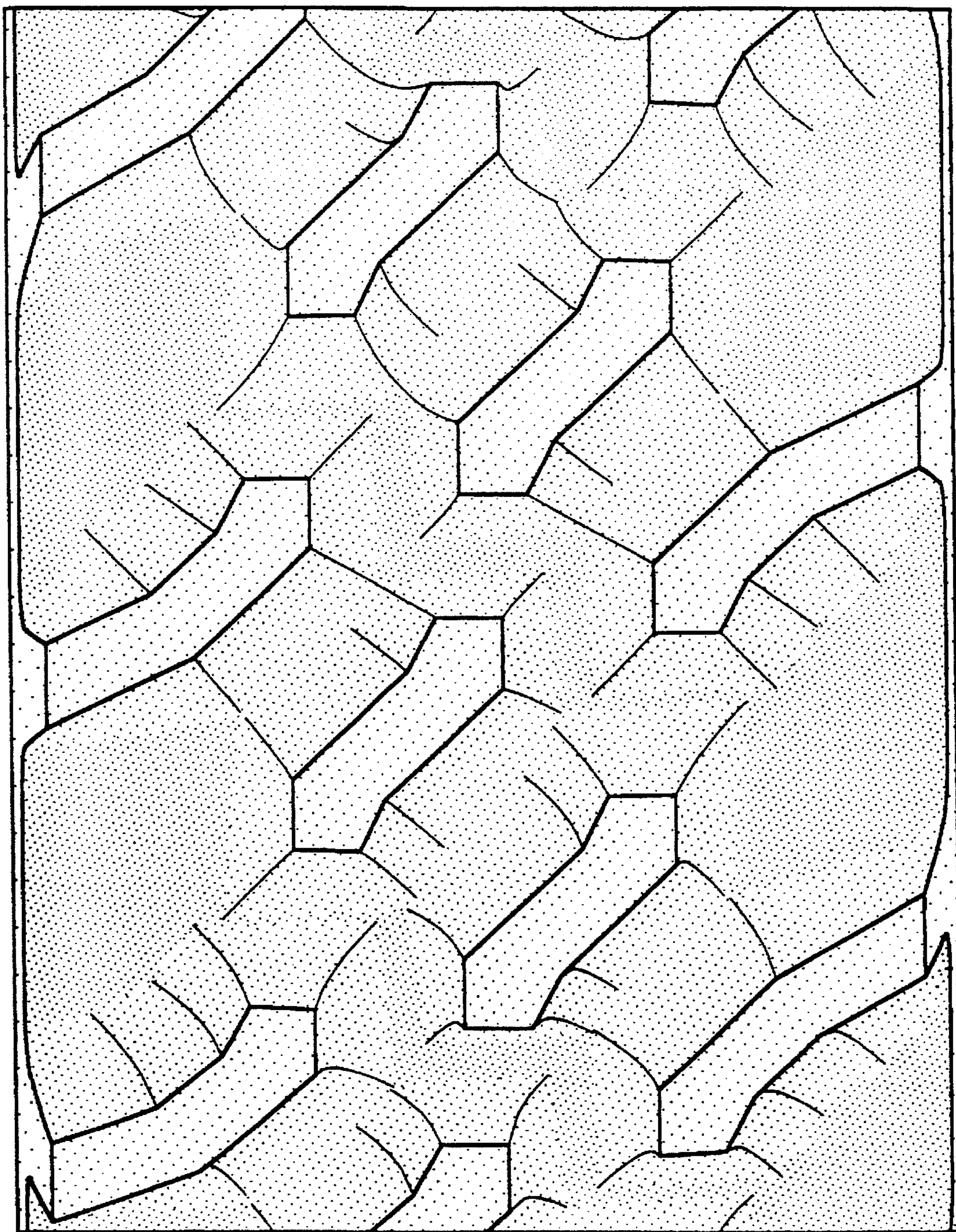


FIG-4

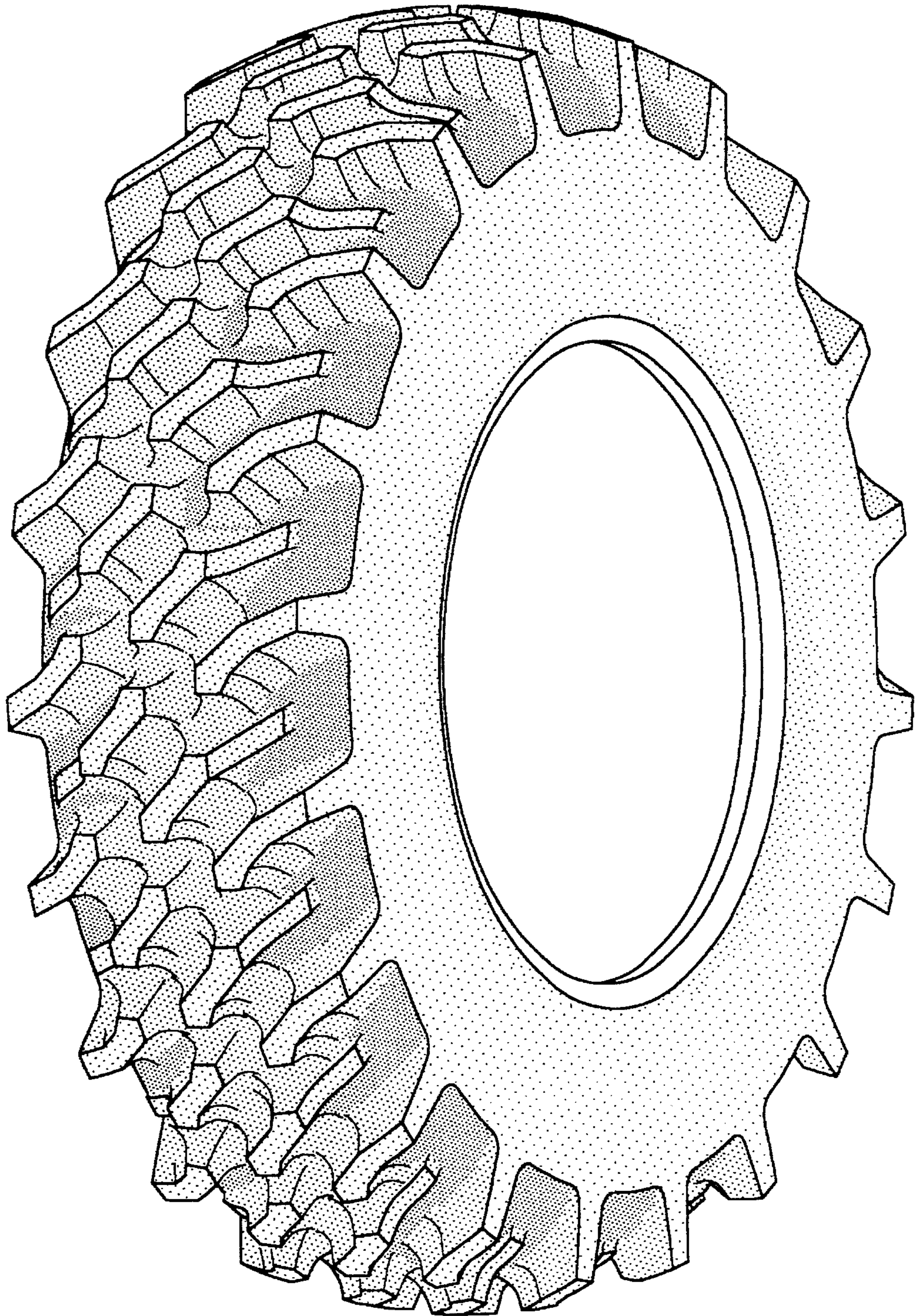


FIG-5

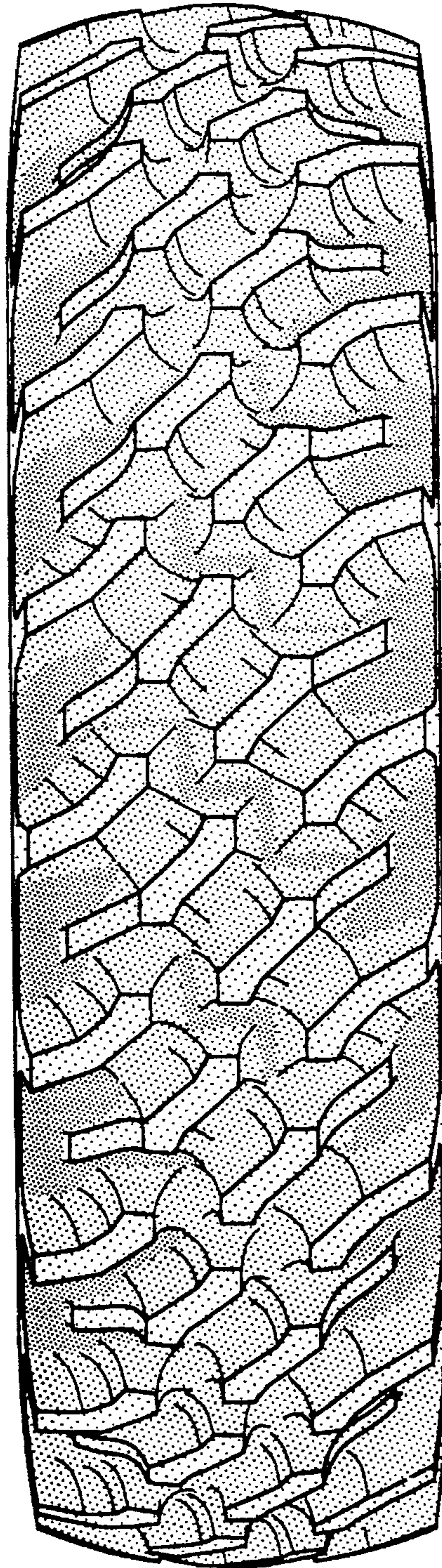


FIG-6

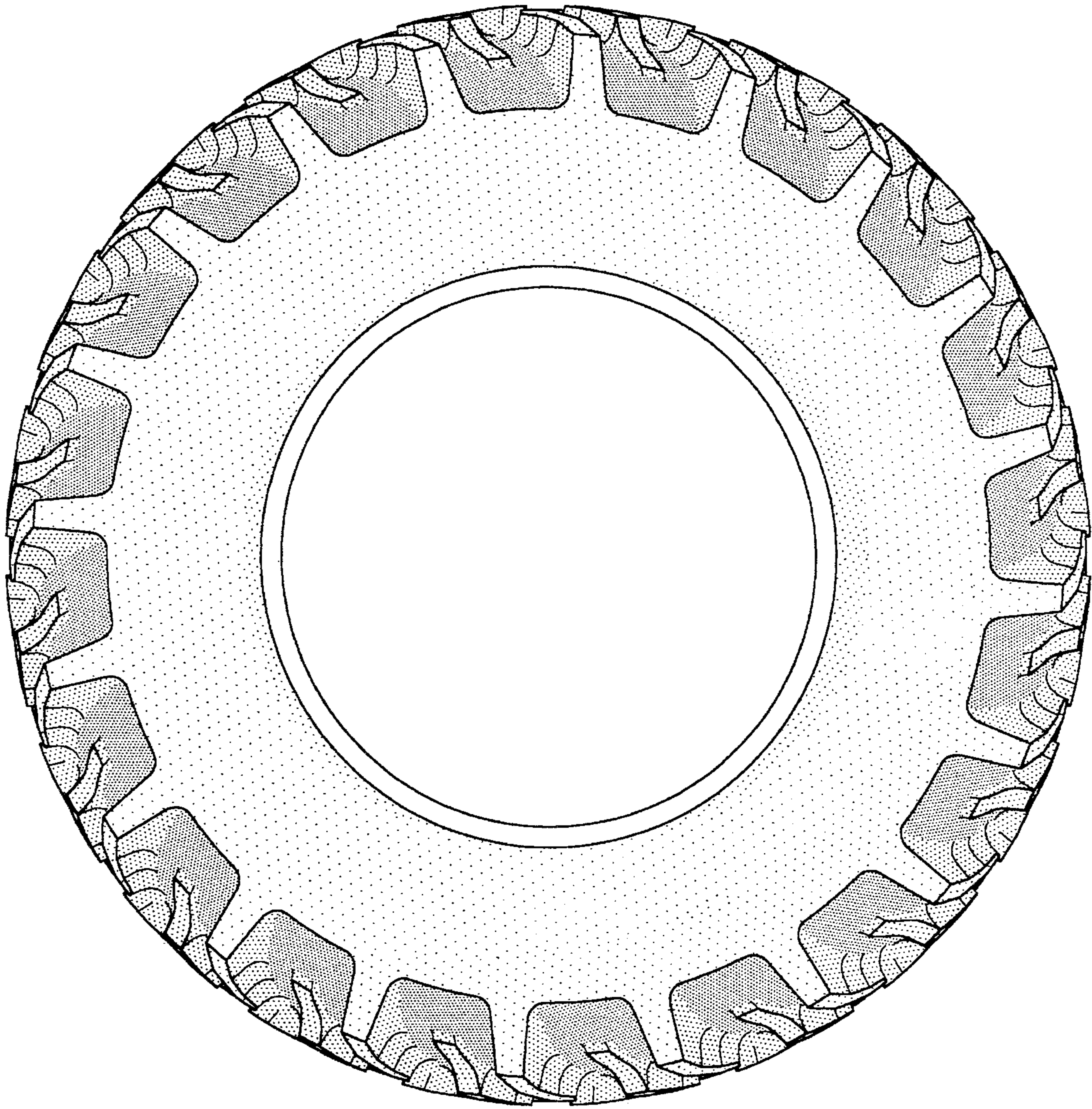


FIG-7

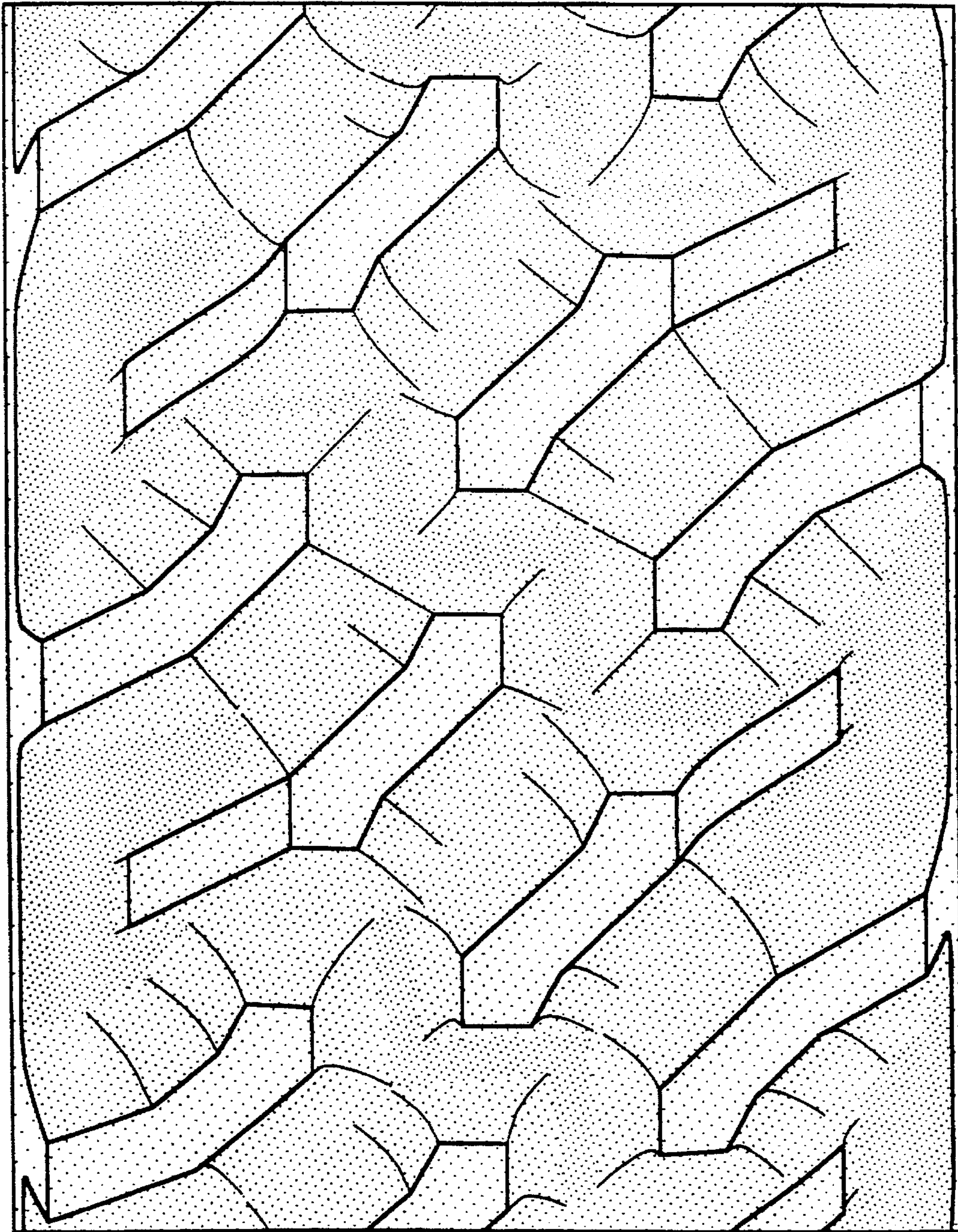


FIG-8