



US00D395859S

**United States Patent** [19]  
**Tsukagoshi**

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[45] **Date of Patent:** **\*\*Jul. 7, 1998**

[54] **AUTOMOBILE TIRE**  
[75] **Inventor:** **Tetsuhito Tsukagoshi, Tokyo, Japan**  
[73] **Assignee:** **Bridgestone Corporation, Tokyo, Japan**  
[\*\*] **Term:** **14 Years**  
[21] **Appl. No.:** **70,728**  
[22] **Filed:** **May 14, 1997**  
[30] **Foreign Application Priority Data**  
Nov. 15, 1996 [JP] Japan ..... 8-34370  
[51] **LOC (6) Cl.** ..... **12-15**  
[52] **U.S. Cl.** ..... **D12/147; D12/141**  
[58] **Field of Search** ..... **D12/136, 138, D12/140-152; 152/209 A, 209 B, 209 D, 209 R**

Dayton Dayton Touring Tire, Feb. 1996 Tread Design Guide, p. 21.  
Dayton Radial Highway Service Tire, Feb. 1996 Tread Design Guide, p. 131.  
Firestone HP2000 Radial/T-575 Radial Tire, Feb. 1996 Tread Design Guide, p. 135.

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[56] **References Cited**  
**U.S. PATENT DOCUMENTS**  
D. 288,914 3/1987 Hinkel et al. .... D12/143  
D. 290,103 6/1987 Makino et al. .... D12/142  
D. 384,604 10/1997 Ohya ..... D12/141

[57] **CLAIM**  
The ornamental design for an automobile tire as shown and described.

**OTHER PUBLICATIONS**  
Firestone FR 680 Tire, Jan. 1995 Tread Design Guide, p. 26.  
Gateway Highway LT 853 Tire, Jan. 1995 Tread Design Guide, p. 92.

**DESCRIPTION**  
FIG. 1 is a perspective view of an automobile tire showing my new design, it being understood that the tread pattern is repeated uniformly throughout the circumference of the tire; FIG. 2 is a front elevation view thereof, a rear elevation view, a top plan view and a bottom view are identical with the front elevation view; FIG. 3 is a left side elevation view thereof, a right side elevation view is identical with the left side elevation view; FIG. 4 is an enlarged fragmentary front elevation view thereof; and, FIG. 5 is a cross-sectional view thereof taken along line 5—5 in FIG. 4.

**1 Claim, 3 Drawing Sheets**

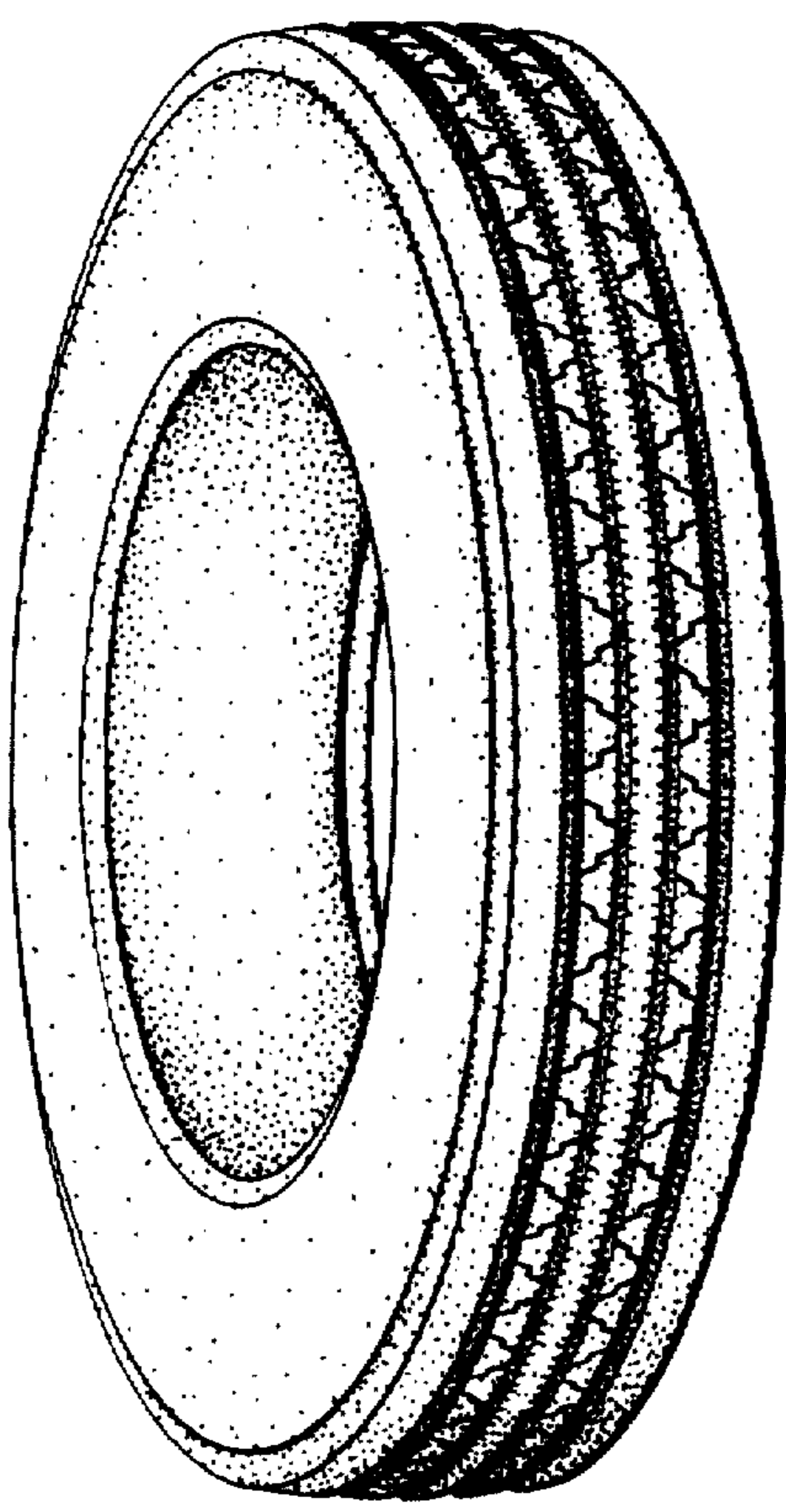


FIG. 1

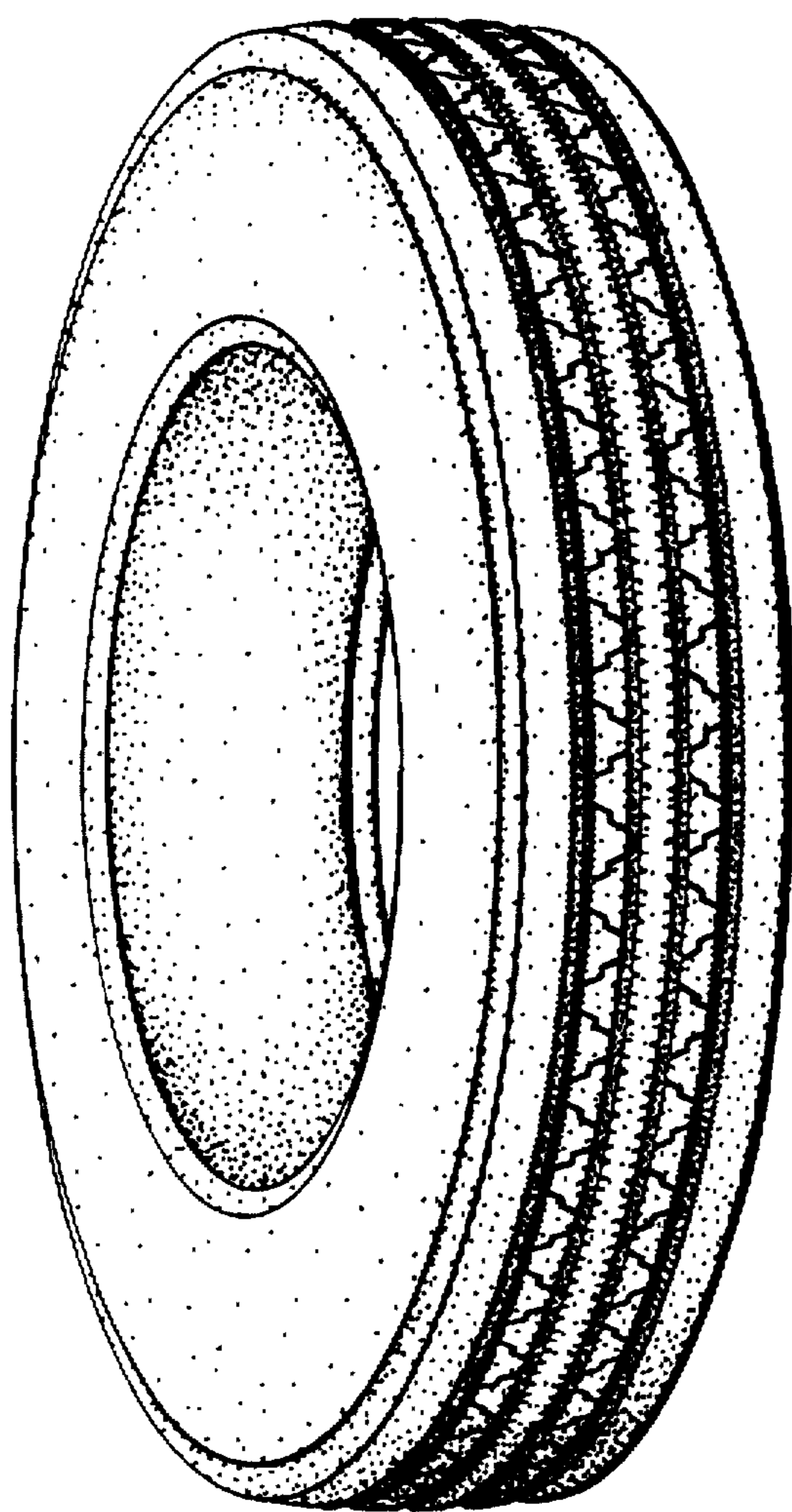


FIG. 2

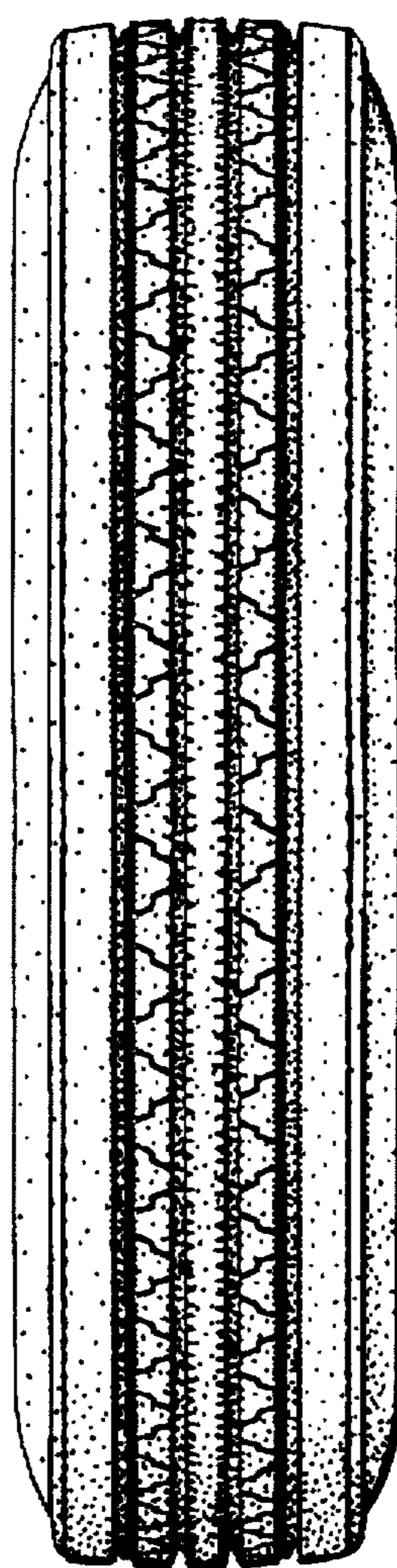


FIG. 3

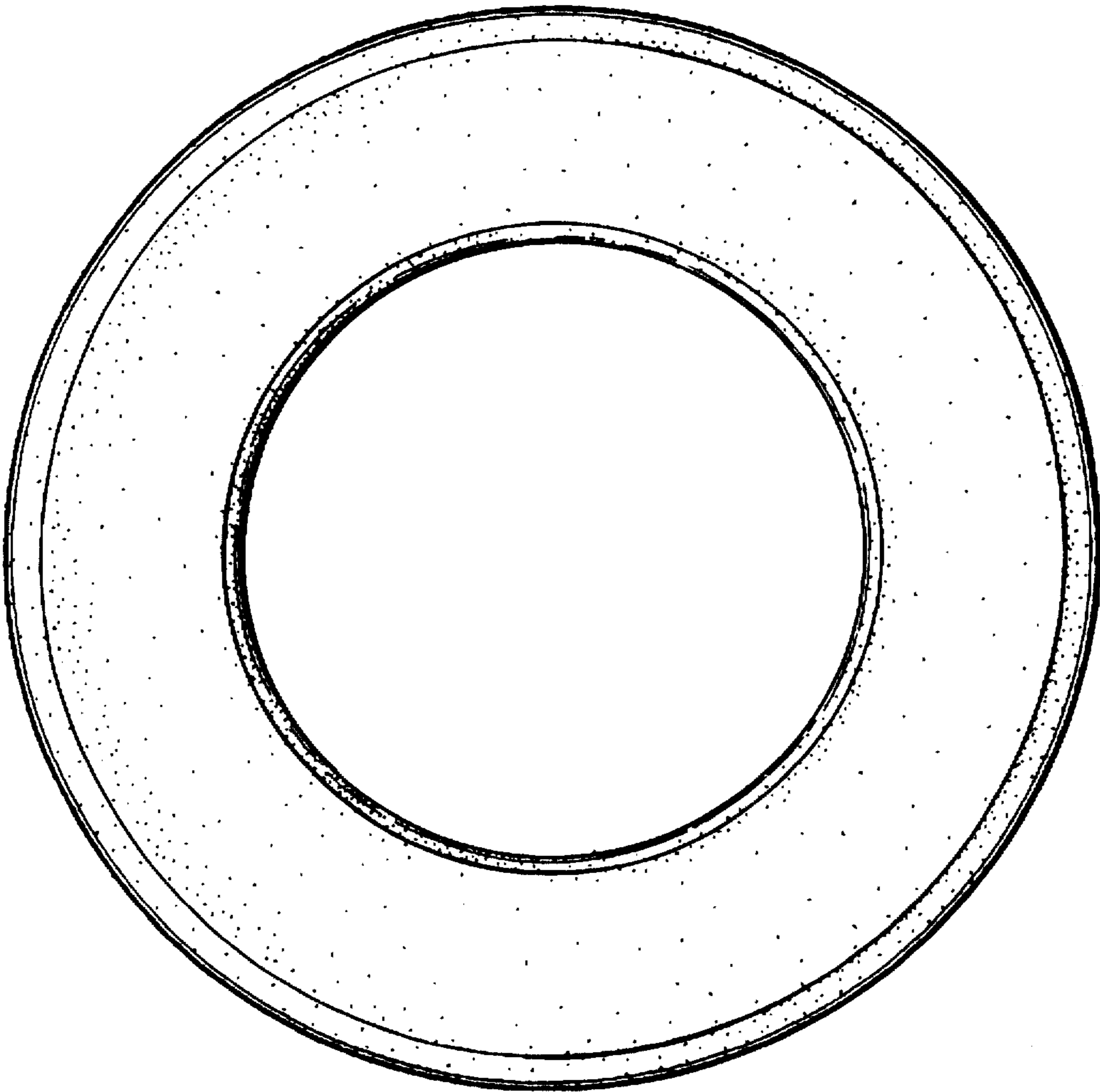


FIG. 4

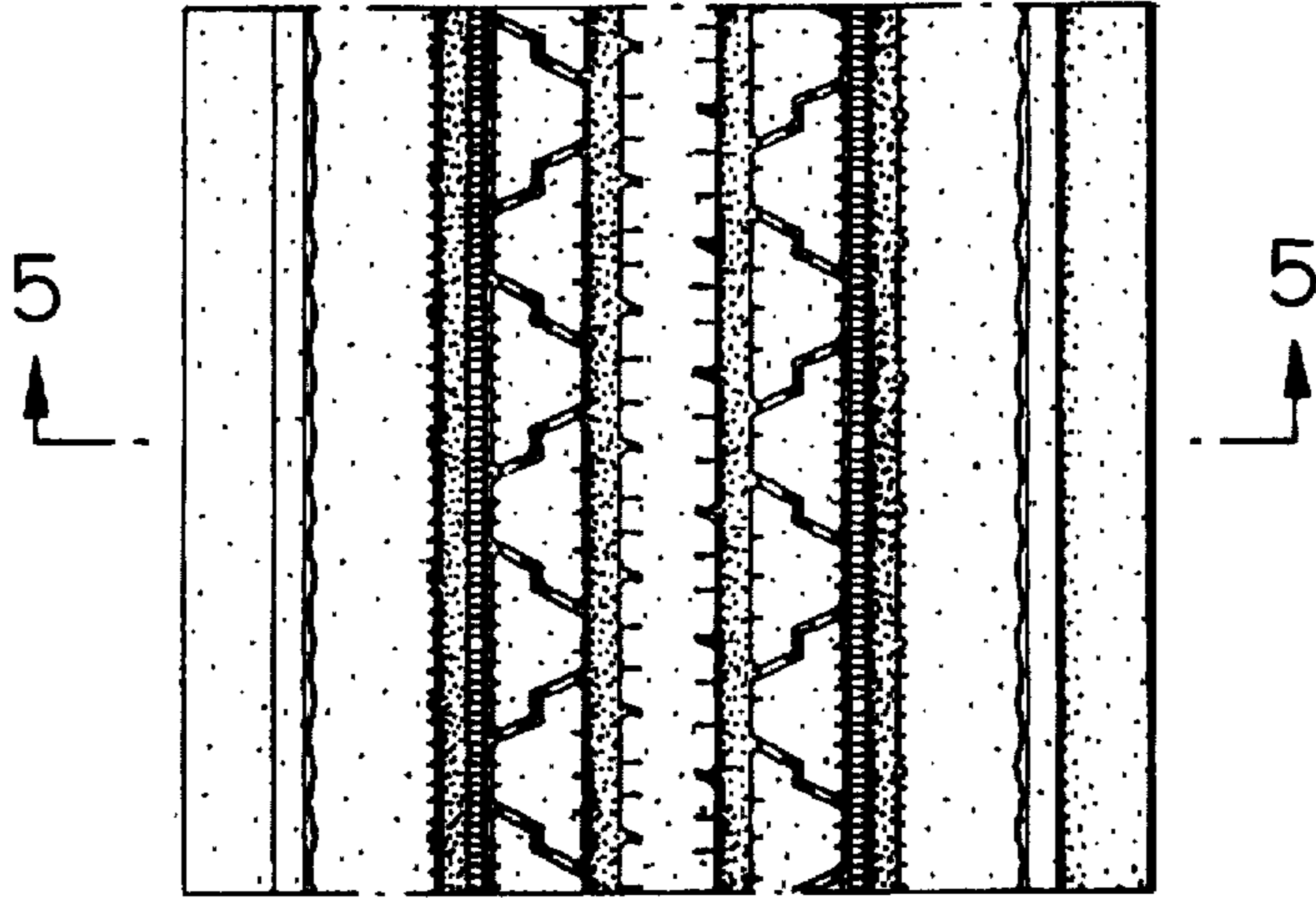


FIG. 5

