



US00D397650S

**United States Patent** [19]  
**Himuro**

[11] **Patent Number: Des. 397,650**  
[45] **Date of Patent: \*\*Sep. 1, 1998**

[54] **AUTOMOBILE TIRE**

M 94 00  
979.1 8/1994 Germany .

[75] **Inventor: Yasuo Himuro, Tokyo, Japan**

**OTHER PUBLICATIONS**

[73] **Assignee: Bridgestone Corporation, Tokyo, Japan**

Bridgestone Potenza S-02 Tire, Tread Design Guide, p. 11, Feb. 1996.

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

Nitto NT-450 Extreme Tire, Tread Design Guide, p. 55, Feb. 1996.

[21] **Appl. No.: 68,809**

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*Attorney, Agent, or Firm*—Sughrue, Mion, Zinn, Macpeak & Seas, PLLC

[22] **Filed: Mar. 27, 1997**

[30] **Foreign Application Priority Data**

[57] **CLAIM**

Sep. 30, 1996 [JP] Japan ..... 8-29228

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

[51] **LOC (6) Cl. .... 12-15**

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

[58] **Field of Search .... D12/134, 136, D12/138, 140-151; 152/209 R, 209 D, 209 B**

**DESCRIPTION**

[56] **References Cited**

**U.S. PATENT DOCUMENTS**

- D. 358,793 5/1995 Himuro et al. .... D12/151
- D. 366,020 1/1996 Himuro et al. .... D12/149
- D. 379,787 6/1997 Maxwell et al. .... D12/147
- 5,423,364 6/1995 Himuro ..... 152/209 R

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 top plan view and a bottom view are identical with the front elevation view; FIG. 3 is a rear elevation view thereof; FIG. 4 is a right side elevation view thereof; FIG. 5 is a left side elevation view thereof; FIG. 6 is an enlarged fragmentary front elevation view thereof; and, FIG. 7 is a cross-sectional view thereof taken along line 7-7 in FIG. 6.

**FOREIGN PATENT DOCUMENTS**

M 93 08  
585.0 4/1994 Germany .

**1 Claim, 5 Drawing Sheets**

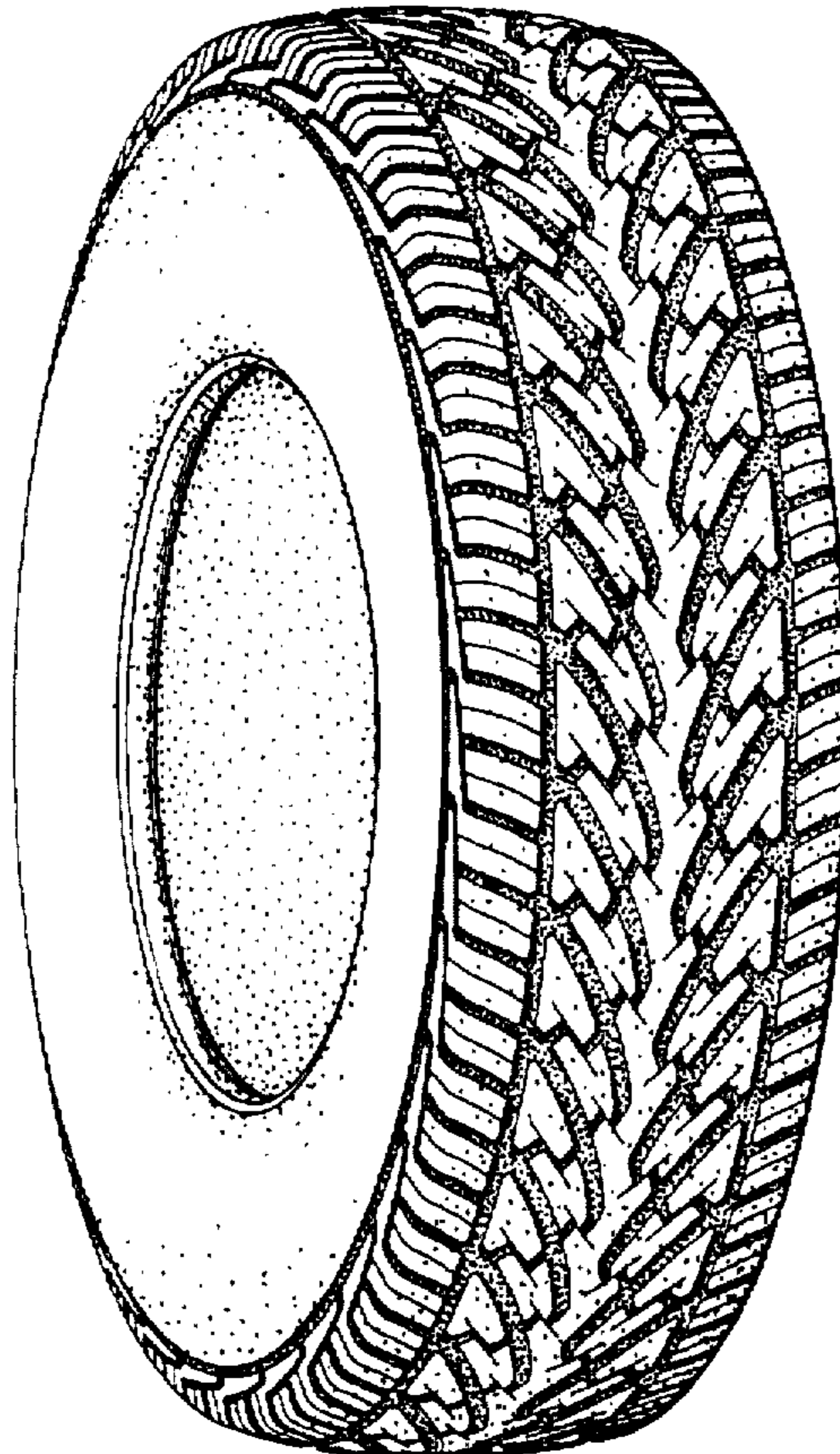


FIG. 1

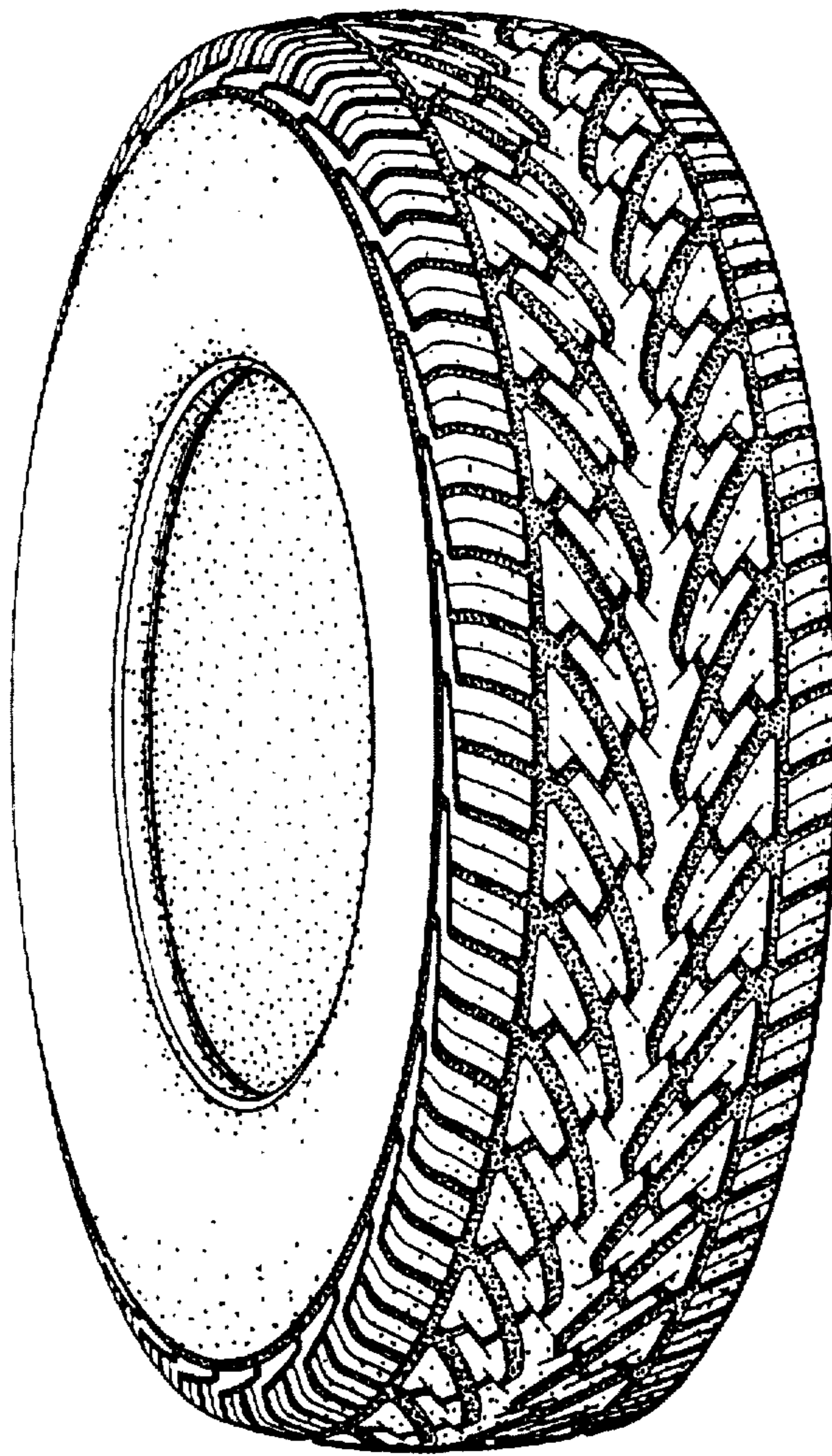


FIG. 2

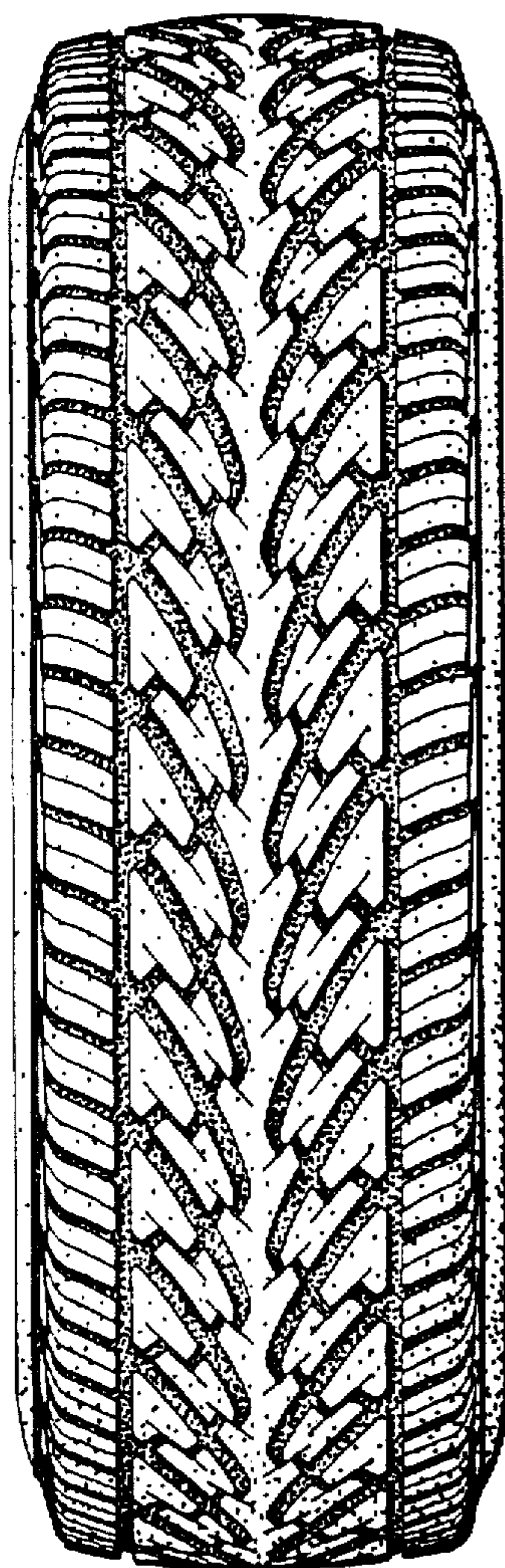


FIG. 3

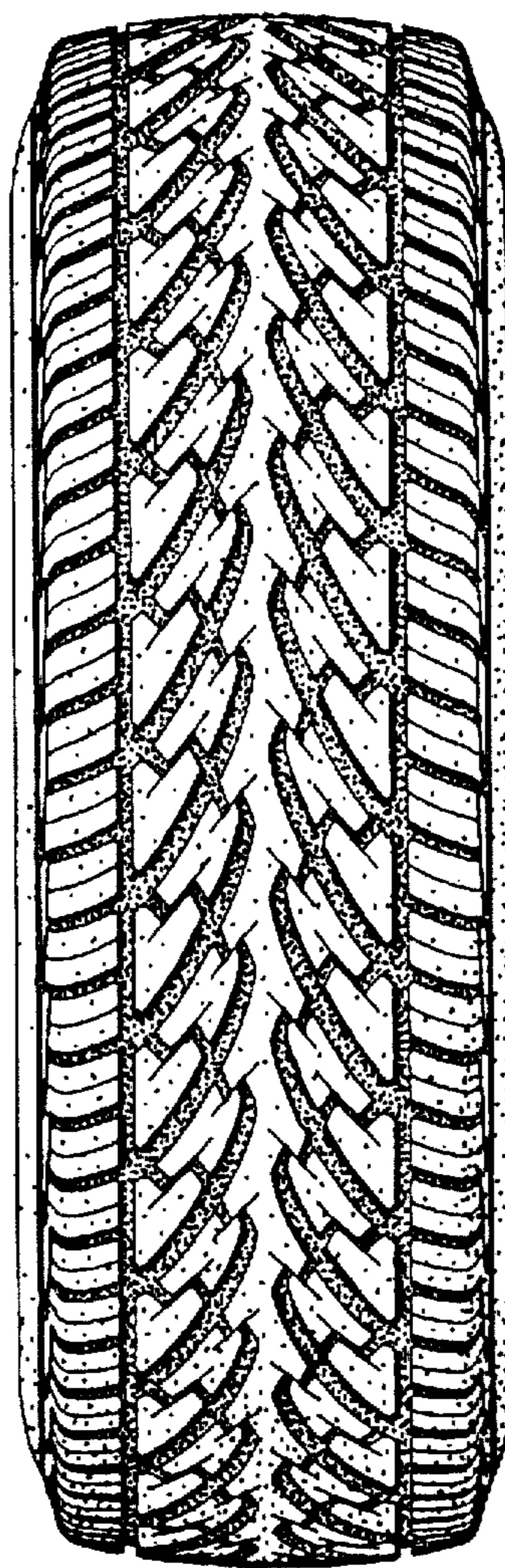


FIG. 4

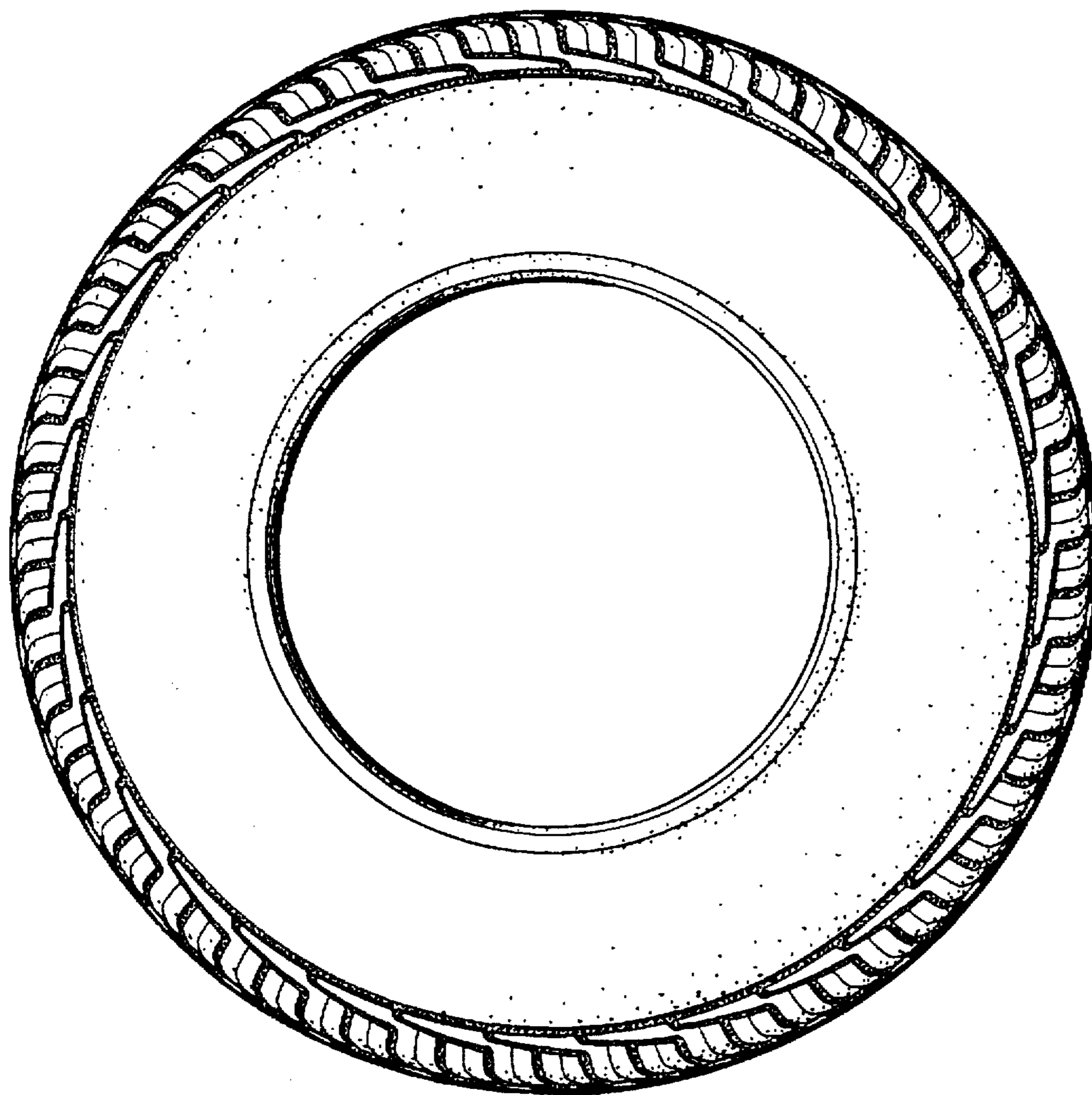


FIG. 5

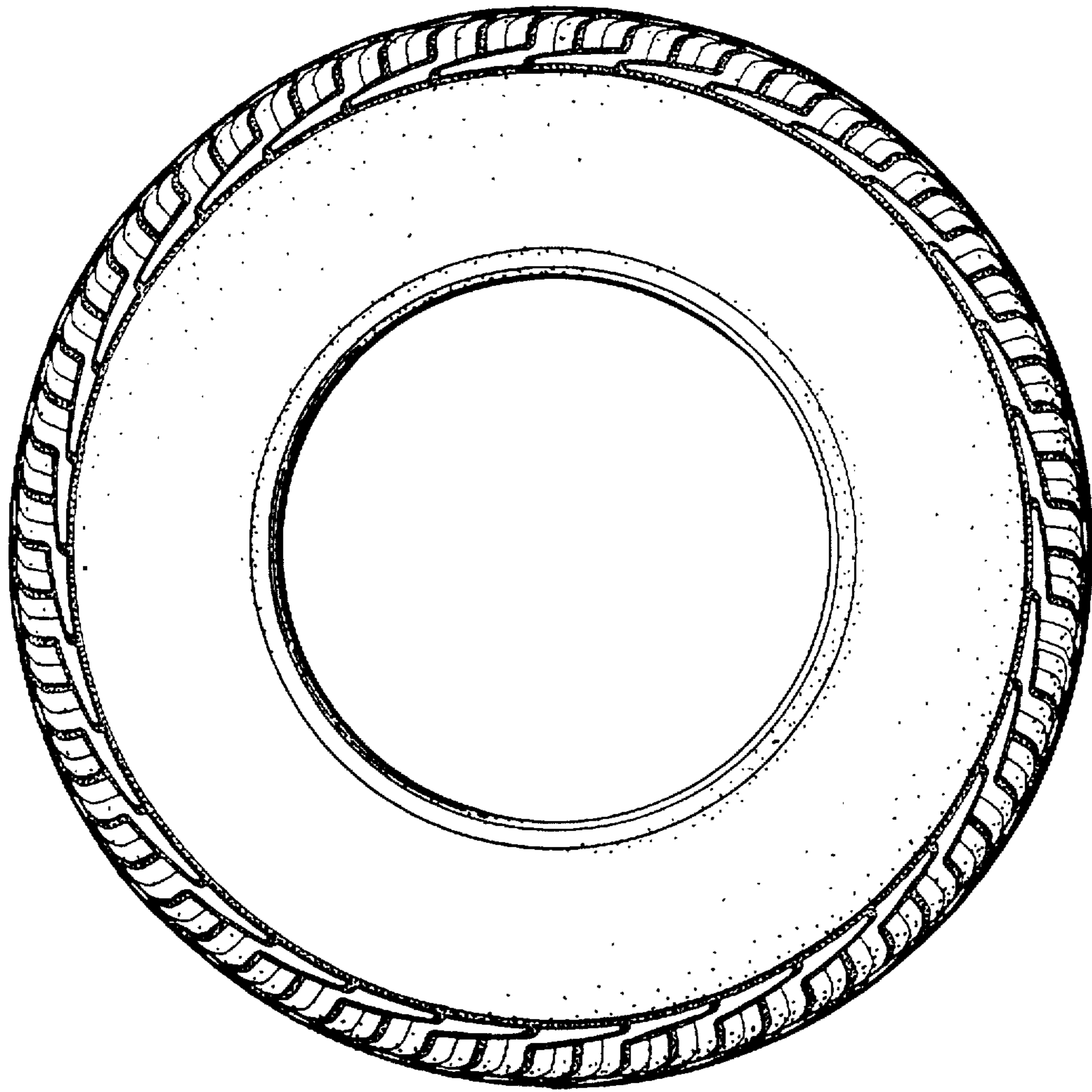


FIG. 6

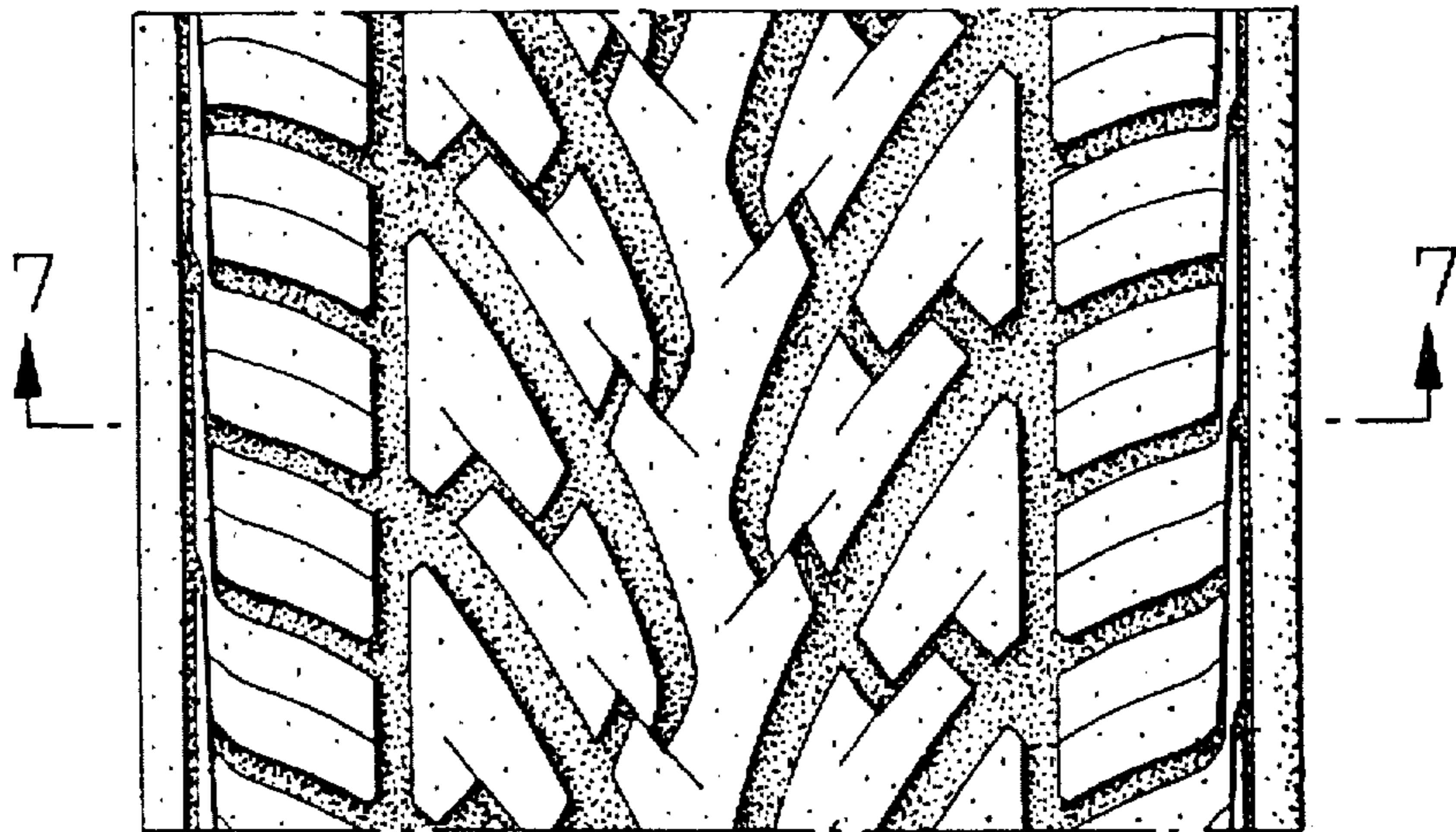


FIG. 7

