US00D452180B1

(12) **United States Design Patent**
Rose

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(45) **Date of Patent: ** Dec. 18, 2001**

(54) **SLIM PROFILE TACHOMETER**

(76) Inventor: **Vincent H. Rose**, P.O. Box 599, Powell, WY (US) 82435

(**) Term: **14 Years**

(21) Appl. No.: **29/127,692**

(22) Filed: **Aug. 10, 2000**

(51) **LOC (7) Cl.** **10-04**
(52) **U.S. Cl.** **D10/98**
(58) **Field of Search** D10/98; 116/334; 340/441, 439, 456, 461; 324/160, 161, 169, 174, 262

(56) **References Cited**

U.S. PATENT DOCUMENTS

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* cited by examiner

Primary Examiner—Antoine Duval Davis
(74) *Attorney, Agent, or Firm*—Dorsey & Whitney LLP

(57) **CLAIM**

The ornamental design for a slim profile tachometer, as shown and described.

DESCRIPTION

FIG. **1** is a perspective view of a first embodiment of the slim profile tachometer.
FIG. **2** is a front elevational view of the first embodiment of the slim profile tachometer.
FIG. **3** is a rear elevational view of the first embodiment of the slim profile tachometer.
FIG. **4** is a left side elevational view of the first embodiment of the slim profile tachometer.
FIG. **5** is a right side elevational view of the first embodiment of the slim profile tachometer.
FIG. **6** is a bottom elevational view of the first embodiment of the slim profile tachometer.
FIG. **7** is a top elevational view of the first embodiment of the slim profile tachometer.
FIG. **8** is a front elevational view of a second embodiment of the slim profile tachometer, for which the rear, left side, right side, bottom, and top elevational views are the same as shown in FIGS. **3–7**, respectively. With the exception that the tachometer face and pointer are shown in solid lines rather than broken lines, FIG. **1** shows a perspective view of the second embodiment of the slim profile tachometer.
FIG. **9** is a perspective view of a third embodiment of the slim profile tachometer.
FIG. **10** is a front elevational view of the third embodiment of the slim profile tachometer.
FIG. **11** is a rear elevational view of the third embodiment of the slim profile tachometer.
FIG. **12** is a left side elevational view of the third embodiment of the slim profile tachometer.
FIG. **13** is a right side elevational view of a third embodiment of the slim profile tachometer.
FIG. **14** is a bottom elevational view of the third embodiment of the slim profile tachometer.
FIG. **15** is a top elevational view of the third embodiment of the slim profile tachometer.
FIG. **16** is a front elevational view of a fourth embodiment of the slim profile tachometer, for which the rear, left side, right side, bottom, and top elevational views are the same as shown in FIGS. **11–15**, respectively. With the exception that the tachometer pointer and face are shown in solid lines rather than in broken lines, FIG. 9 shows a perspective view of the fourth embodiment of the slim profile tachometer.
FIG. **17** is a perspective view of a fifth embodiment of the slim profile tachometer.
FIG. **18** is a front elevational view of the fifth embodiment of the slim profile tachometer.
FIG. **19** is a rear elevational view of the fifth embodiment of the slim profile tachometer.
FIG. **20** is a left side elevational view of the fifth embodiment of the slim profile tachometer. The right side elevational view of the fifth embodiment (not shown) is a mirror image of the left side elevational view.
FIG. **21** is a bottom elevational view of the fifth embodiment of the slim profile tachometer.
FIG. **22** is a top elevational view of the fifth embodiment of the slim profile tachometer.

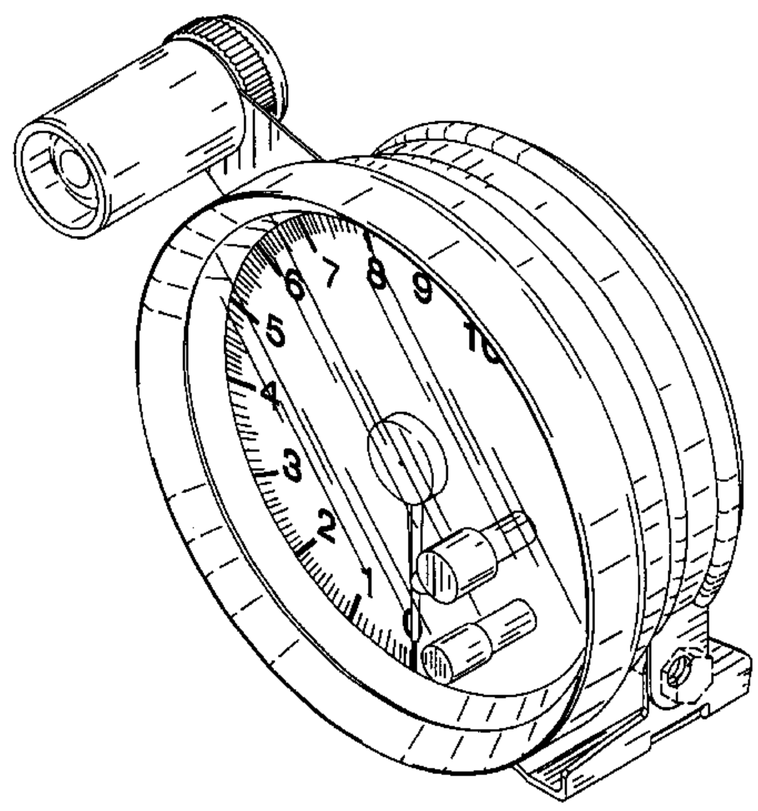

FIG. **23** is a front elevational view of a sixth embodiment of the slim profile tachometer, for which the rear, left side, bottom, and top elevational views are the same as shown in FIGS. **19–22**, respectively. The right side elevational view (not shown) of this sixth embodiment is a mirror image of the left side elevational view of FIG. **20**. With the exception that the tachometer pointer and face are shown in solid lines rather than in broken lines, FIG. **17** shows a perspective view of the sixth embodiment of the slim profile tachometer.

FIG. **24** is a perspective view of a seventh embodiment of the slim profille tachometer.

FIG. **25** is a front elevational view of the seventh embodiment of the slim profile tachometer.

FIG. **26** is a rear elevational view of the seventh embodiment of the slim profile tachometer.

FIG. **27** is a left side elevational view of the seventh embodiment of the slim profile tachometer. The right side elevational view of this seventh embodiment (not shown) is a mirror image of the left side elevational view.

FIG. **28** is a bottom elevational view of the seventh embodiment of the slim profile tachometer.

FIG. **29** is a top elevational view of the seventh embodiment of the slim profile tachometer.

FIG. **30** is a front elevational view of a eighth embodiment of the slim profile tachometer, for which the rear, left side, bottom and top elevational views are the same as shown in FIGS. **26–29**, respectively. The right side elevational view of this eighth embodiment (not shown) is a mirror image of the left side elevational view of FIG. **27**. With the exception that the tachometer pointer and face are shown in solid lines rather than in broken lines, FIG. **24** shows a perspective view of the eighth embodiment of the slim profile tachometer.

FIG. **31** is a perspective view of a ninth embodiment of the slim profile tachometer.

FIG. **32** is a front elevational view of the ninth embodiment of the slim profile tachometer.

FIG. **33** is a rear elevational view of the ninth embodiment of the slim profile tachometer.

FIG. **34** is a left side elevational view of the ninth embodiment of the slim profile tachometer. The right side elevational view of the ninth embodiment (not shown) is a mirror image of the left side elevational view.

FIG. **35** is a top elevational view of the ninth embodiment of the slim profile tachometer.

FIG. **36** is a bottom elevational view of the ninth embodiment of the slim profile tachometer.

FIG. **37** is a front elevational view of a tenth embodiment of the slim profile tachometer, for which the rear, left side, top, and bottom elevational views are the same as shown in FIGS. **33–36**, respectively. The right side elevational view of this tenth embodiment (not shown) is a mirror image of the left side elevational view of FIG. **34**. With the exception that the tachometer pointer and face are shown in solid lines rather than broken lines, FIG. **31** shows a perspective view of the tenth embodiment of the slim profile tachometer.

FIG. **38** is a perspective view of an eleventh embodiment of the slim profile tachometer.

FIG. **39** is a front elevational view of the eleventh embodiment of the slim profile tachometer.

FIG. **40** is a rear elevational view of the eleventh embodiment of the slim profile tachometer.

FIG. **41** is a left side elevational view of the eleventh embodiment of the slim profile tachometer. The right side elevation view of this eleventh embodiment (not shown) is a mirror image of the left side elevational view.

FIG. **42** is a bottom elevational view of the eleventh embodiment of the slim profile tachometer.

FIG. **43** is a top elevational view of the eleventh embodiment of the slim profile tachometer.

FIG. **44** is a front elevational view of a different configuration of the twelfth embodiment of the slim profile tachometer, for which the rear, left side, bottom, and top elevational views are the same as shown in FIGS. **40–43**, respectively. The right side elevational view of this twelfth embodiment (not shown) is a mirror image of the left side elevational view of FIG. **41**. With the exception that the tachometer pointer and face are shown in solid lines rather than broken lines, FIG. **38** shows a perspective view of the twelfth embodiment of the slim profile tachometer.

FIG. **45** is a perspective view of a thirteenth embodiment of the slim profile tachometer.

FIG. **46** is a front elevational view of the thirteenth embodiment of the slim profile tachometer. The rear elevational view of this thirteenth embodiment (not shown) is the same as shown in FIG. **33**.

FIG. **47** is a left side elevational view of the thirteenth embodiment of the slim profile tachometer. The right side elevational view of this thirteenth embodiment (not shown) is a mirror image of the left side elevational view.

FIG. **48** is a bottom elevational view of the thirteenth embodiment of the slim profile tachometer.

FIG. **49** is a top elevational view of the thirteenth embodiment of the slim profile tachometer; and,

FIG. **50** is a front elevational view of a fourteenth embodiment of the slim profile tachometer, for which the left side, bottom, and top elevational views are the same as shown in FIGS. **47–49**, respectively. The rear elevational view of this fourteenth embodiment (not shown) is the same as FIG. **33**. The right side elevational view of this fourteenth embodiment (not shown) is a mirror image of the left side elevational view as shown in FIG. **47**. With the exception that the tachometer pointer and face are shown in solid lines rather than broken lines, FIG. **45** shows a perspective view of the fourteenth embodiment of the slim profile tachometer.

The broken line showing is for illustrative purposes only and forms no part of the claimed design.

1 Claim, 12 Drawing Sheets

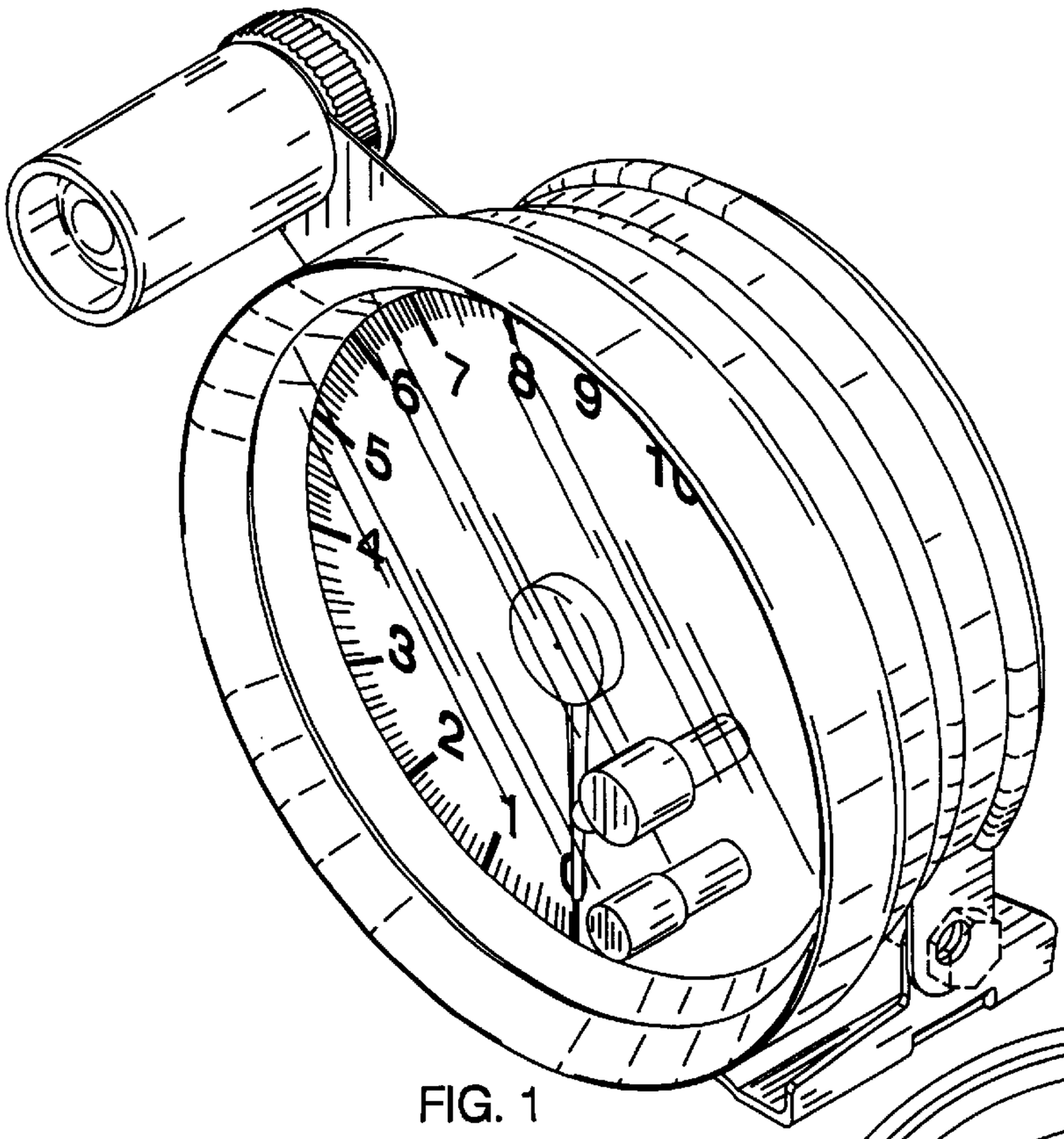

FIG. 1

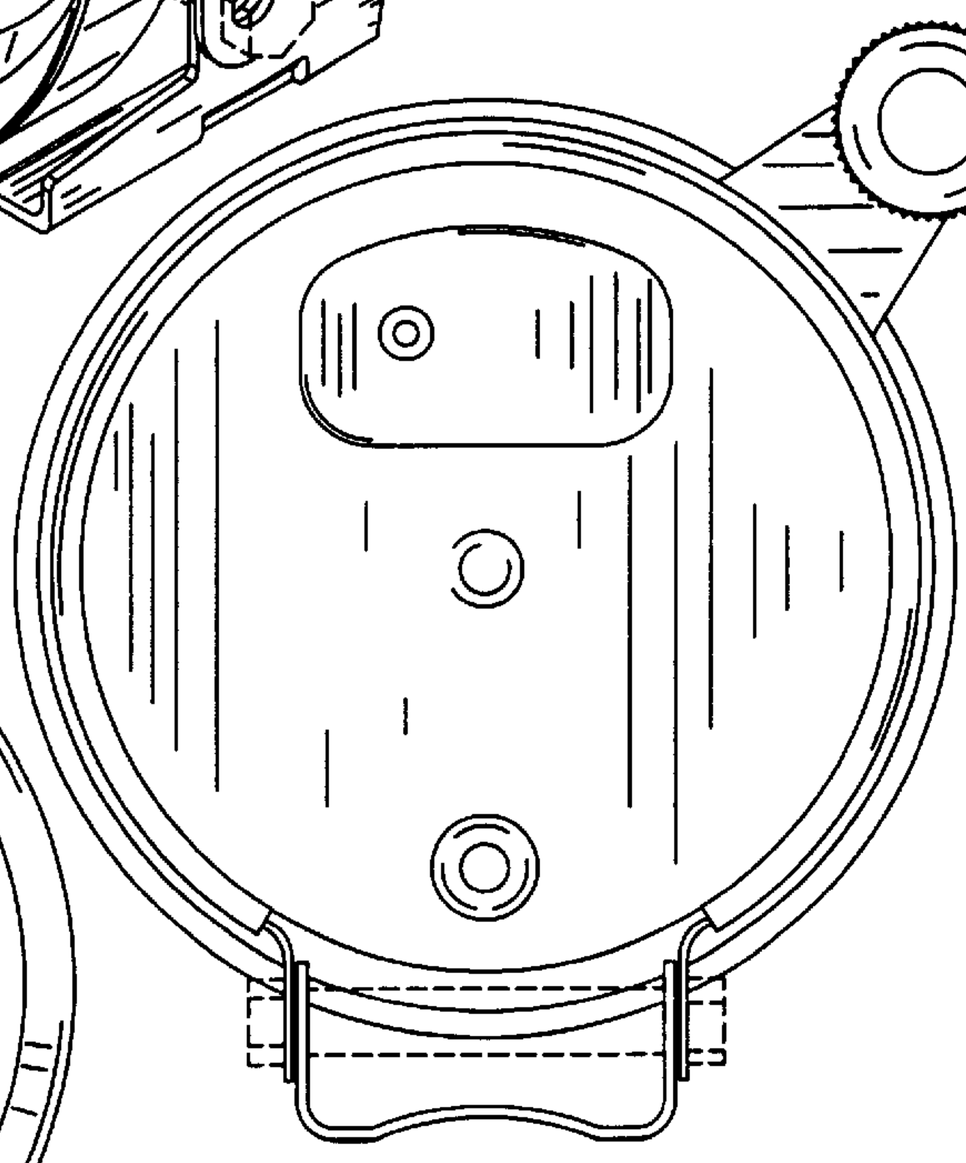

FIG. 3

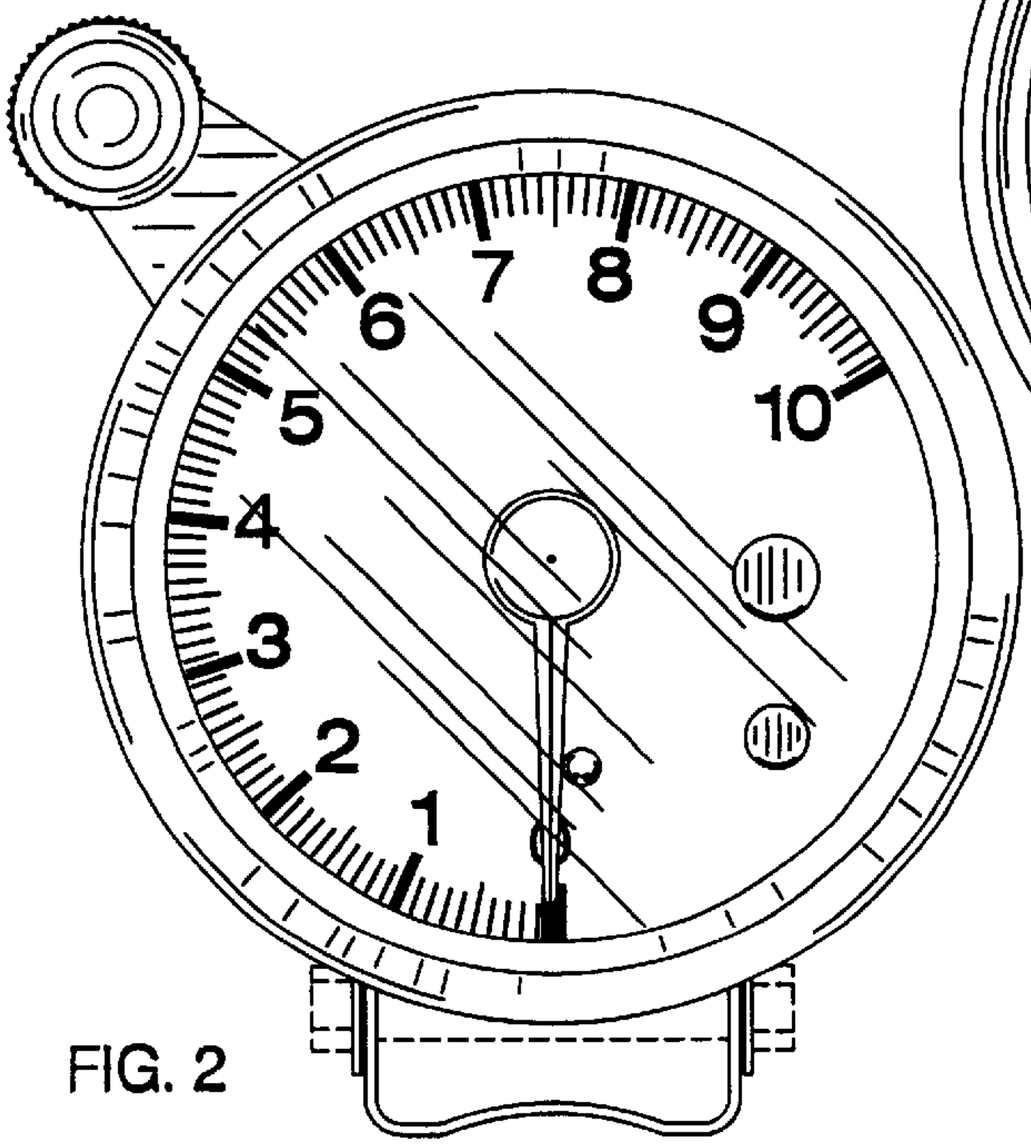

FIG. 2

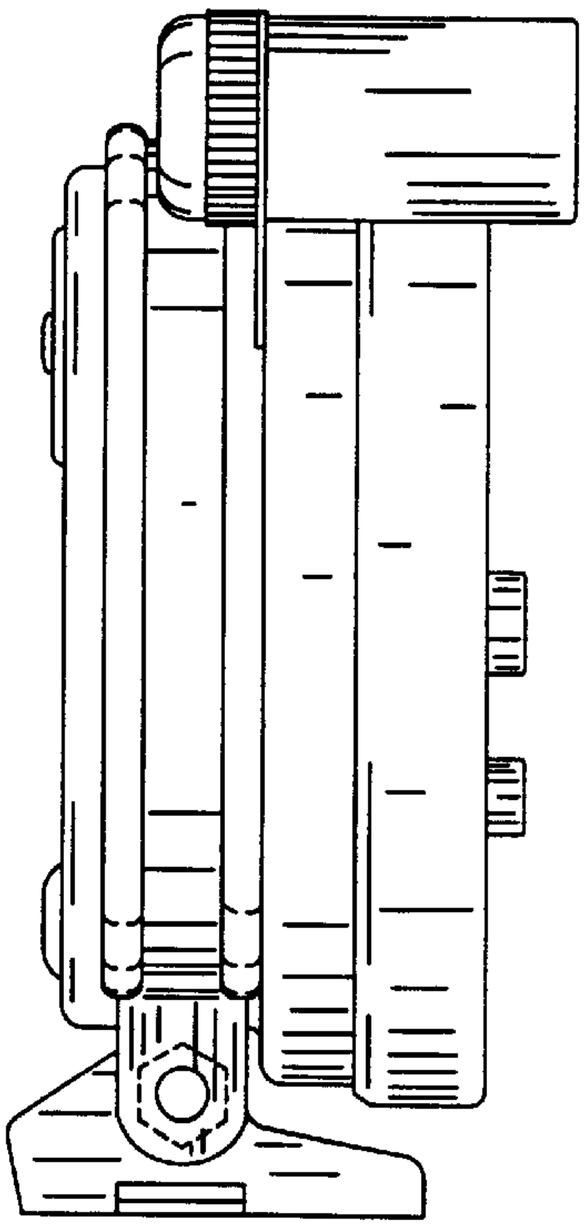

FIG. 4

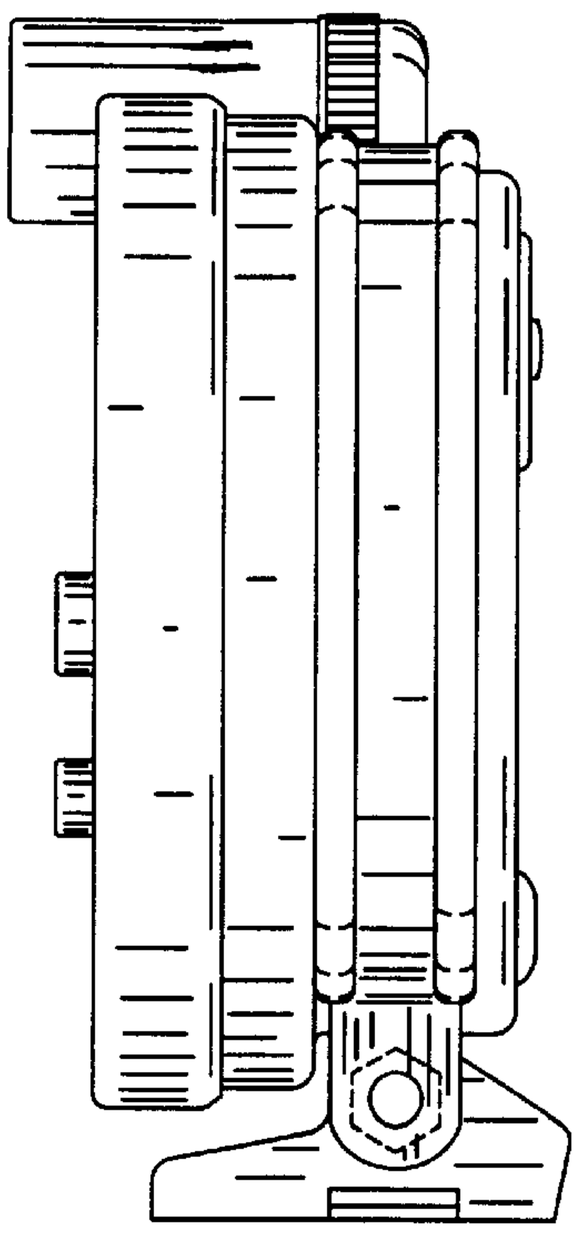

FIG. 5

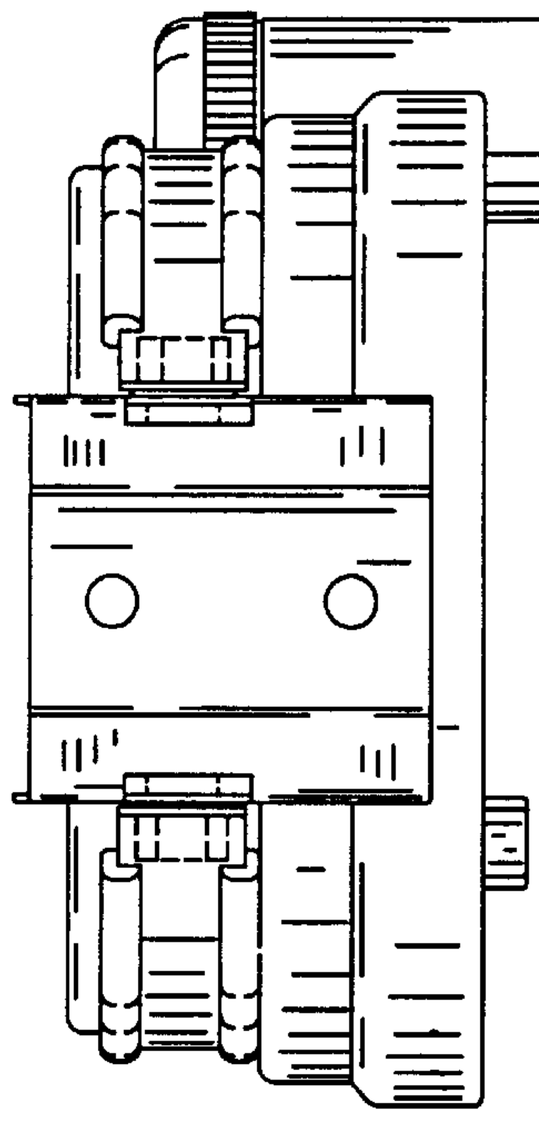

FIG. 6

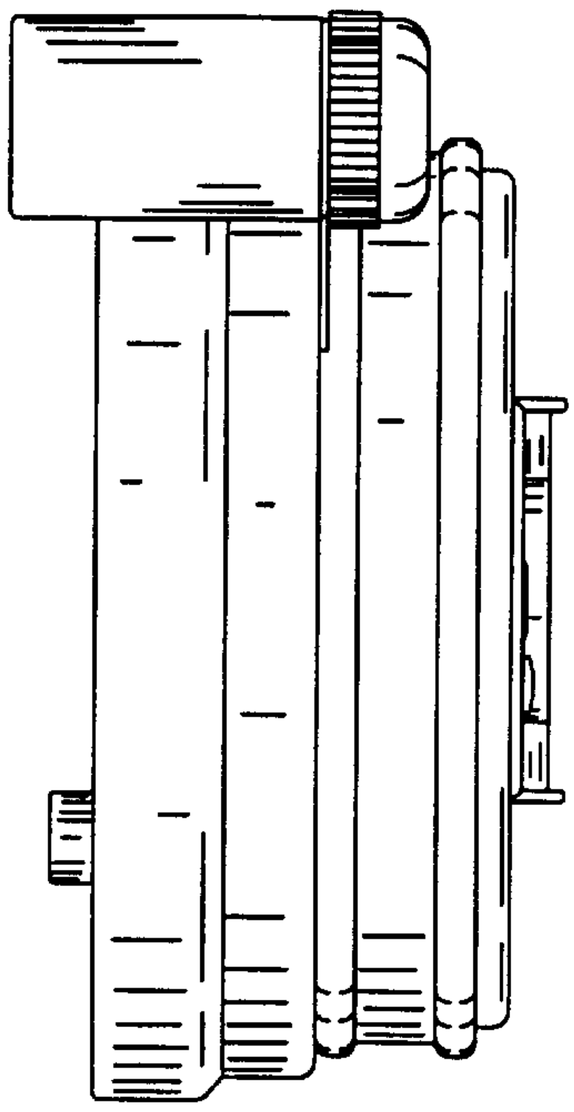

FIG. 7

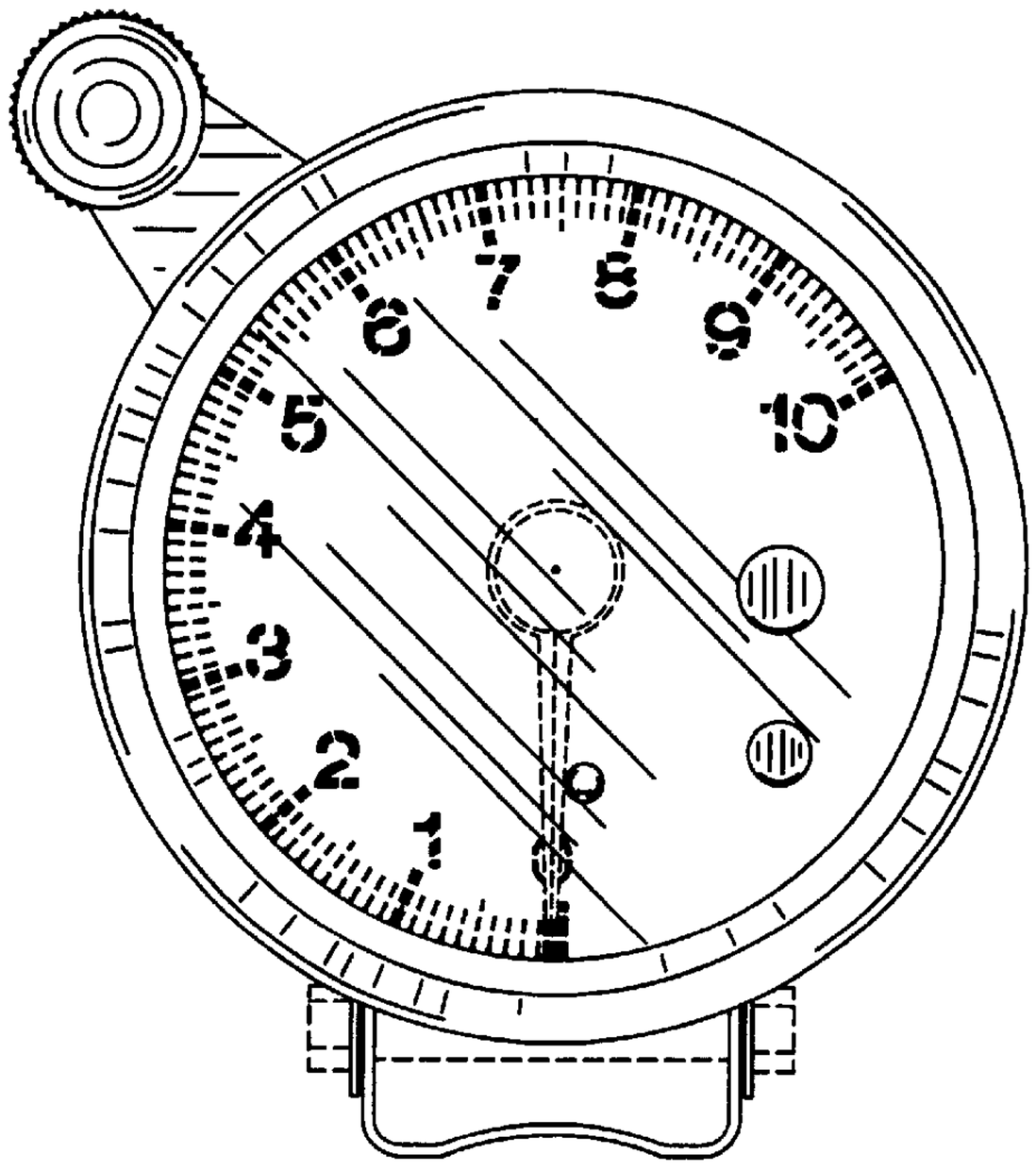

FIG. 8

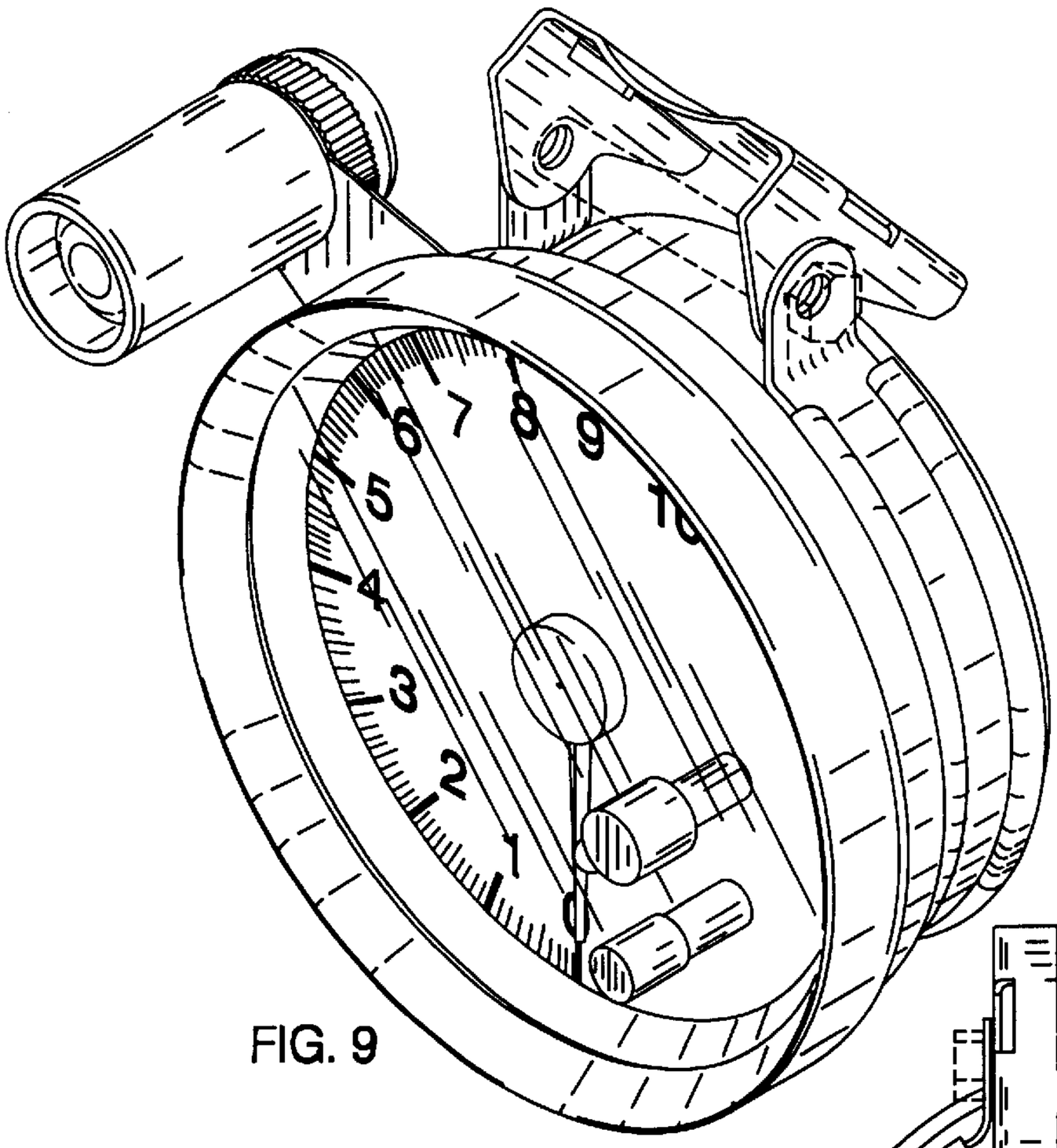

FIG. 9

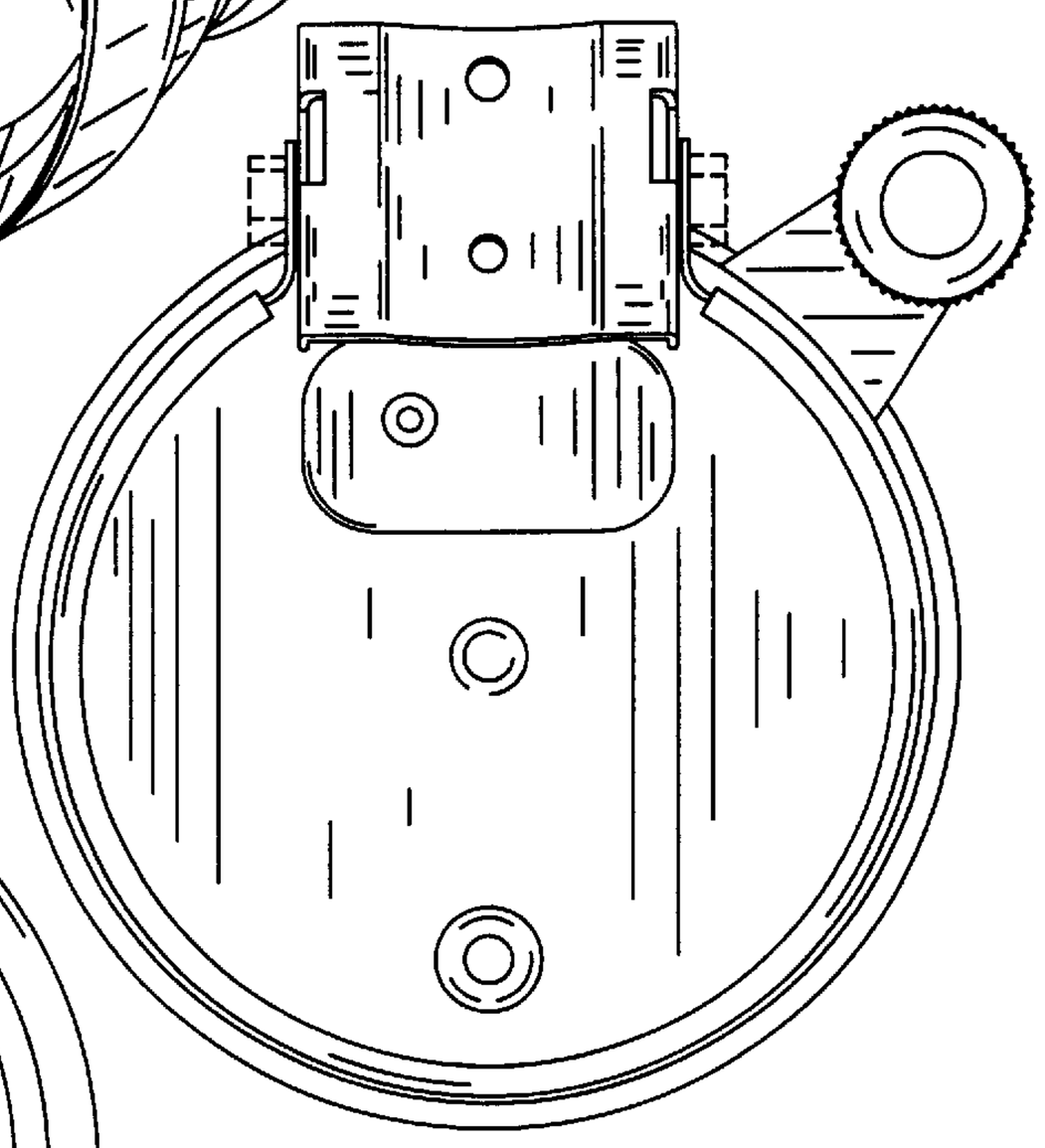

FIG. 11

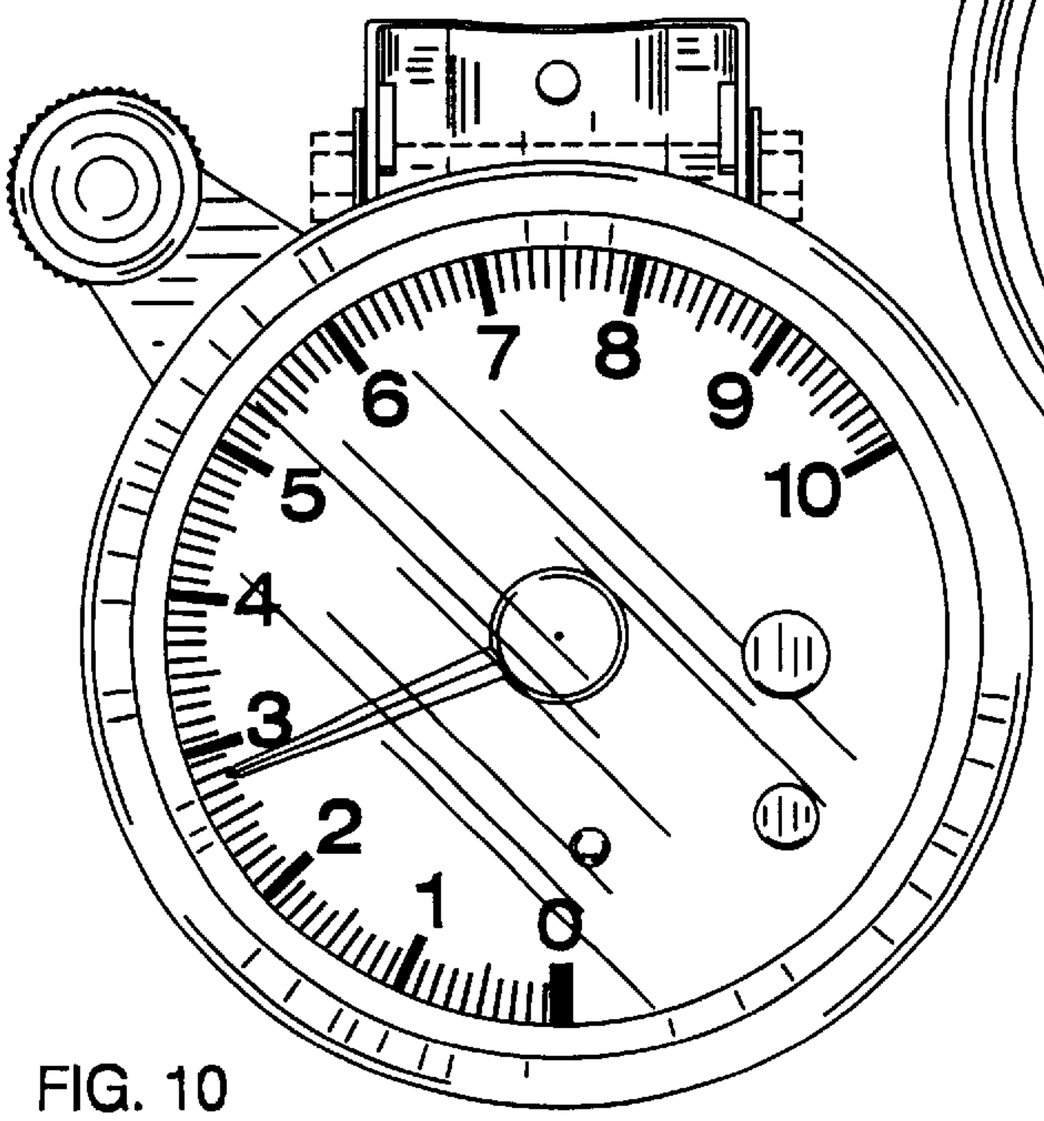

FIG. 10

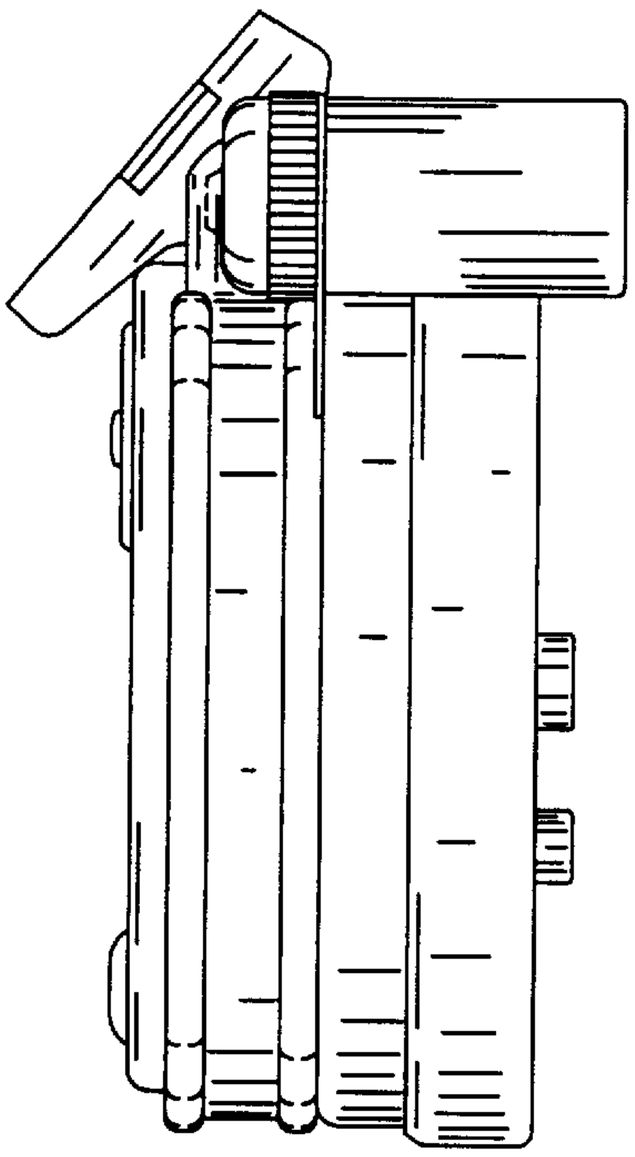

FIG. 12

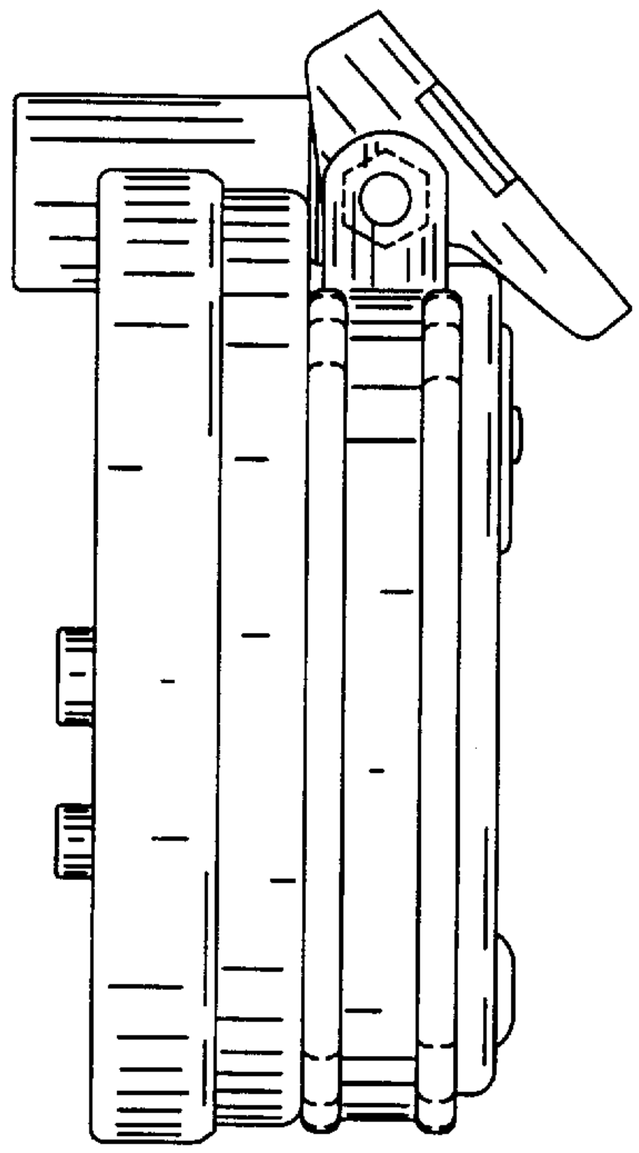

FIG. 13

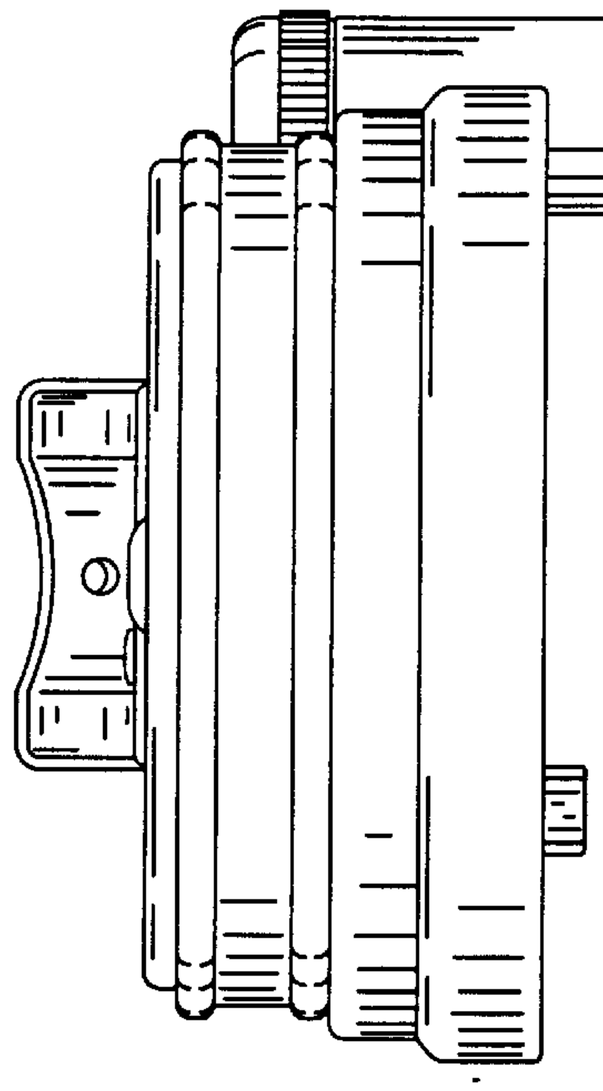

FIG. 14

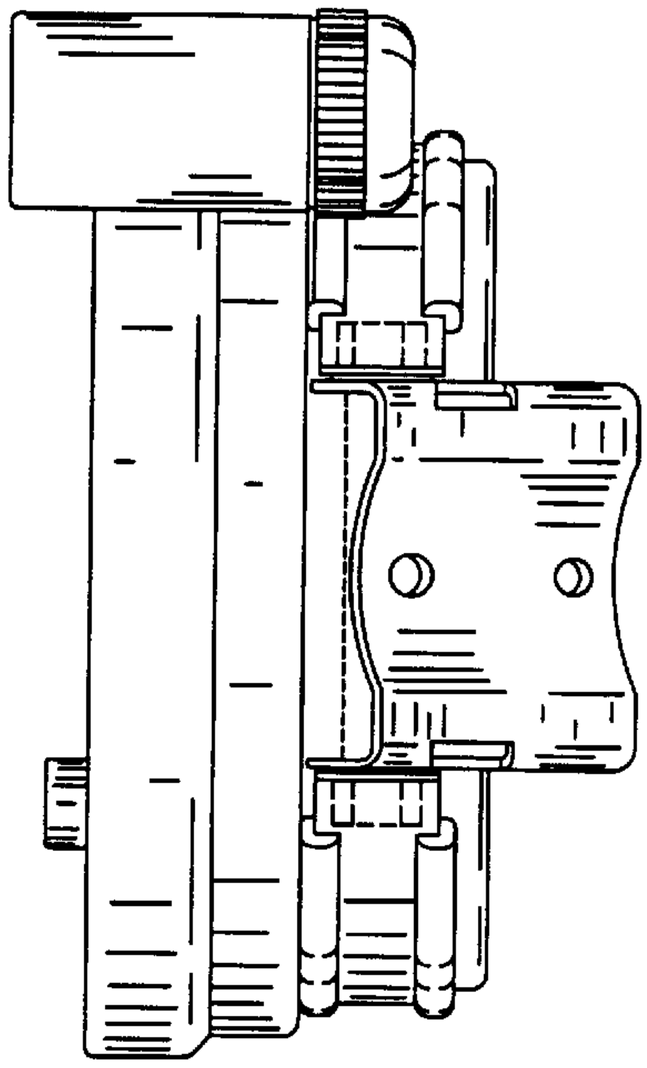

FIG. 15

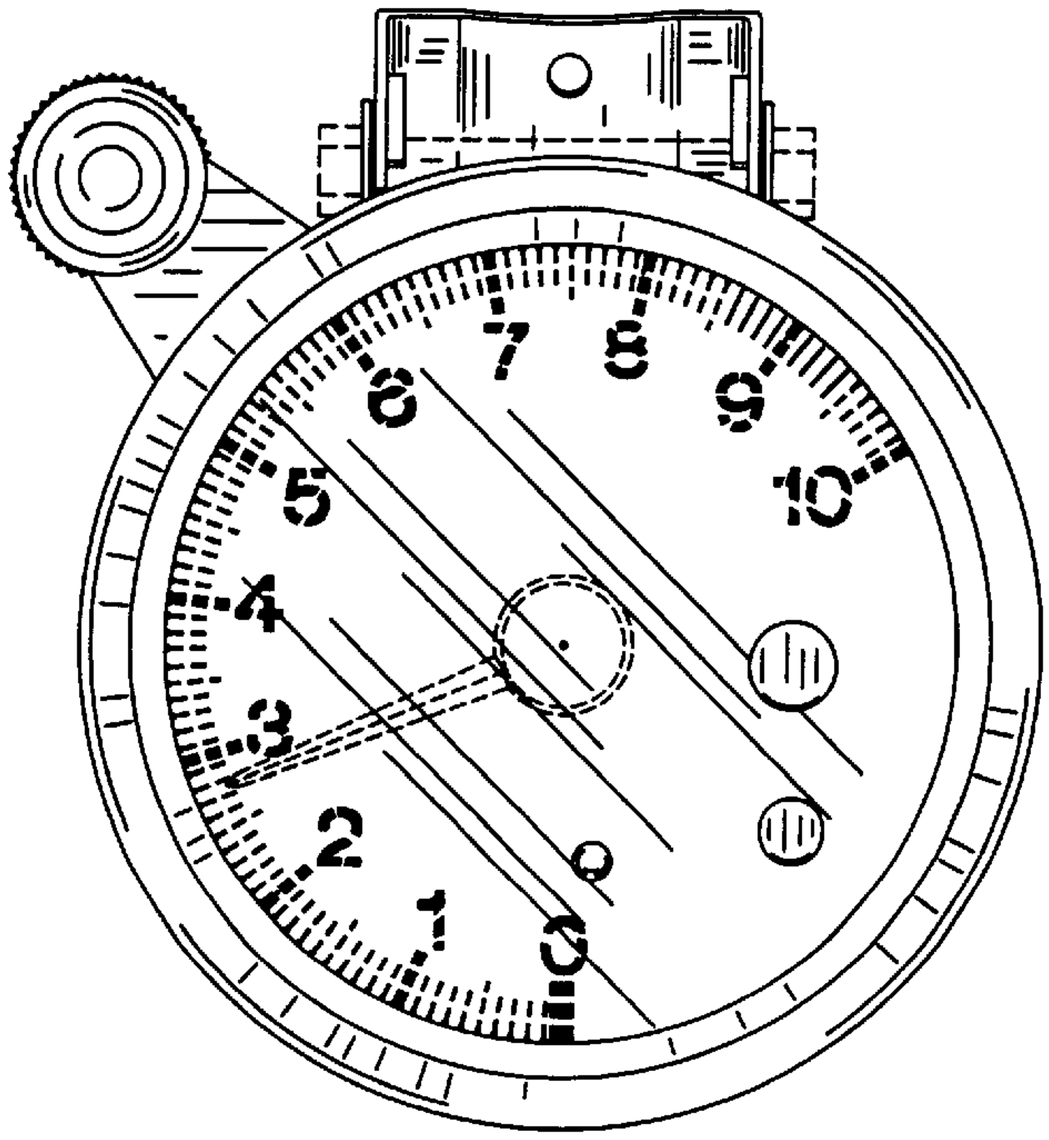

FIG. 16

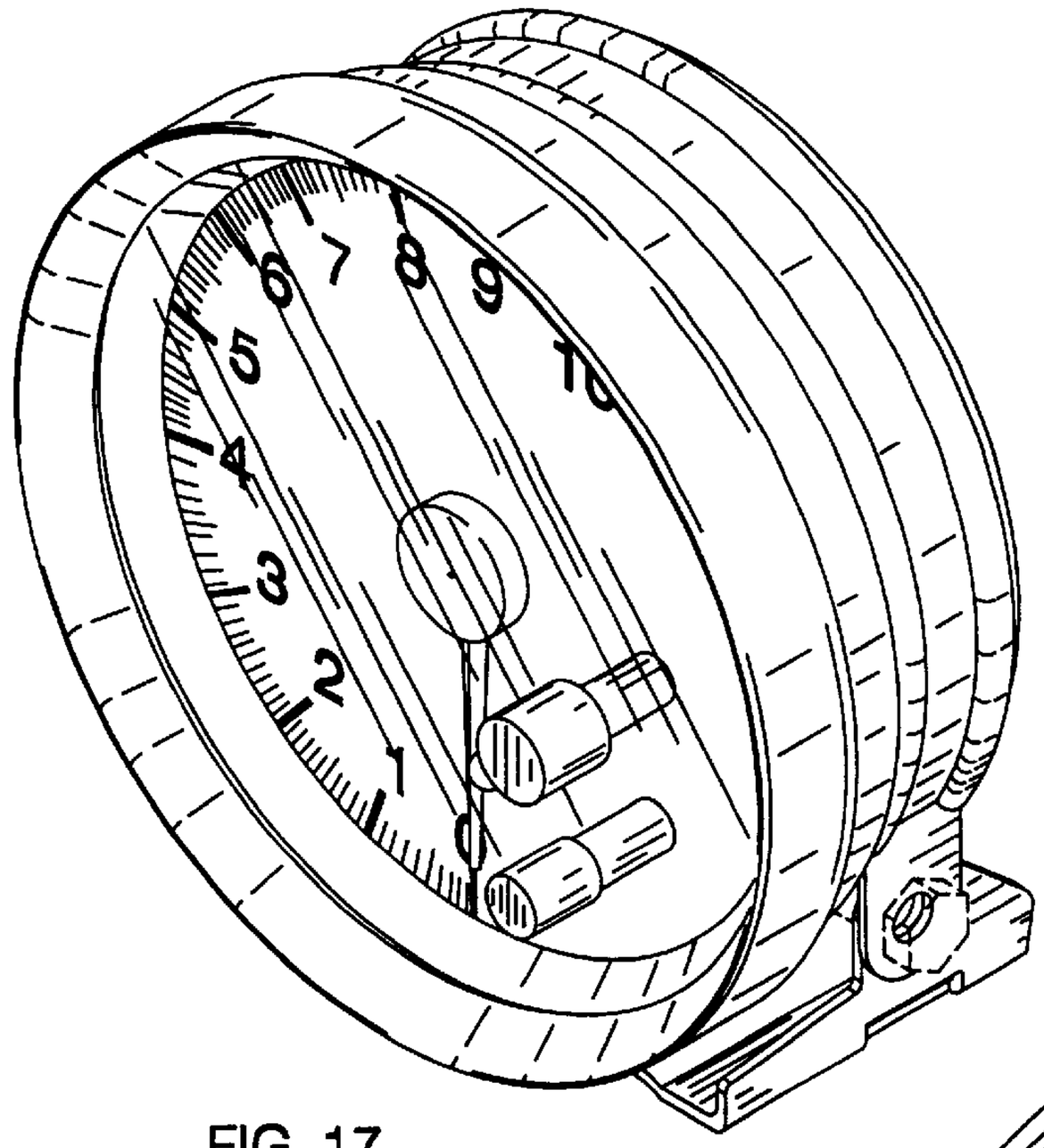

FIG. 17

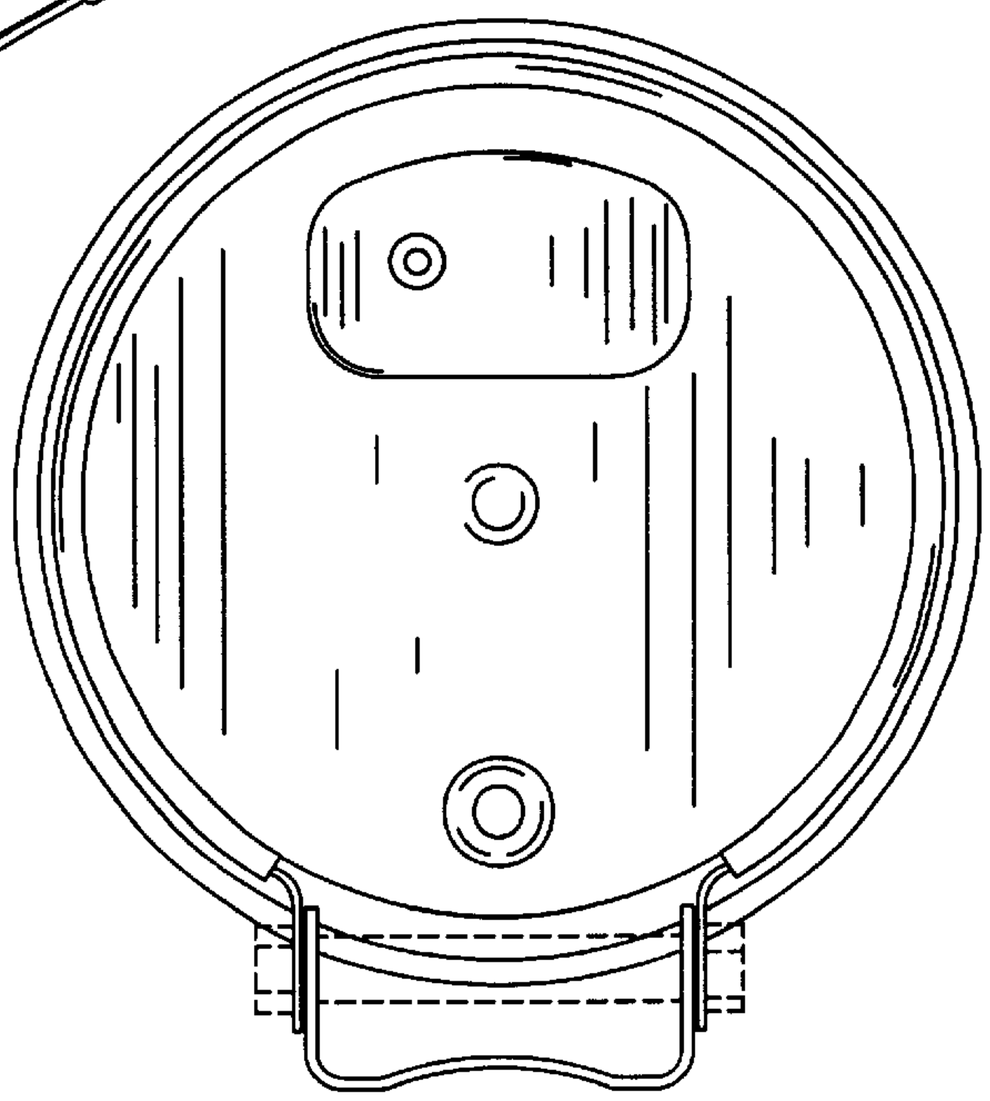

FIG. 19

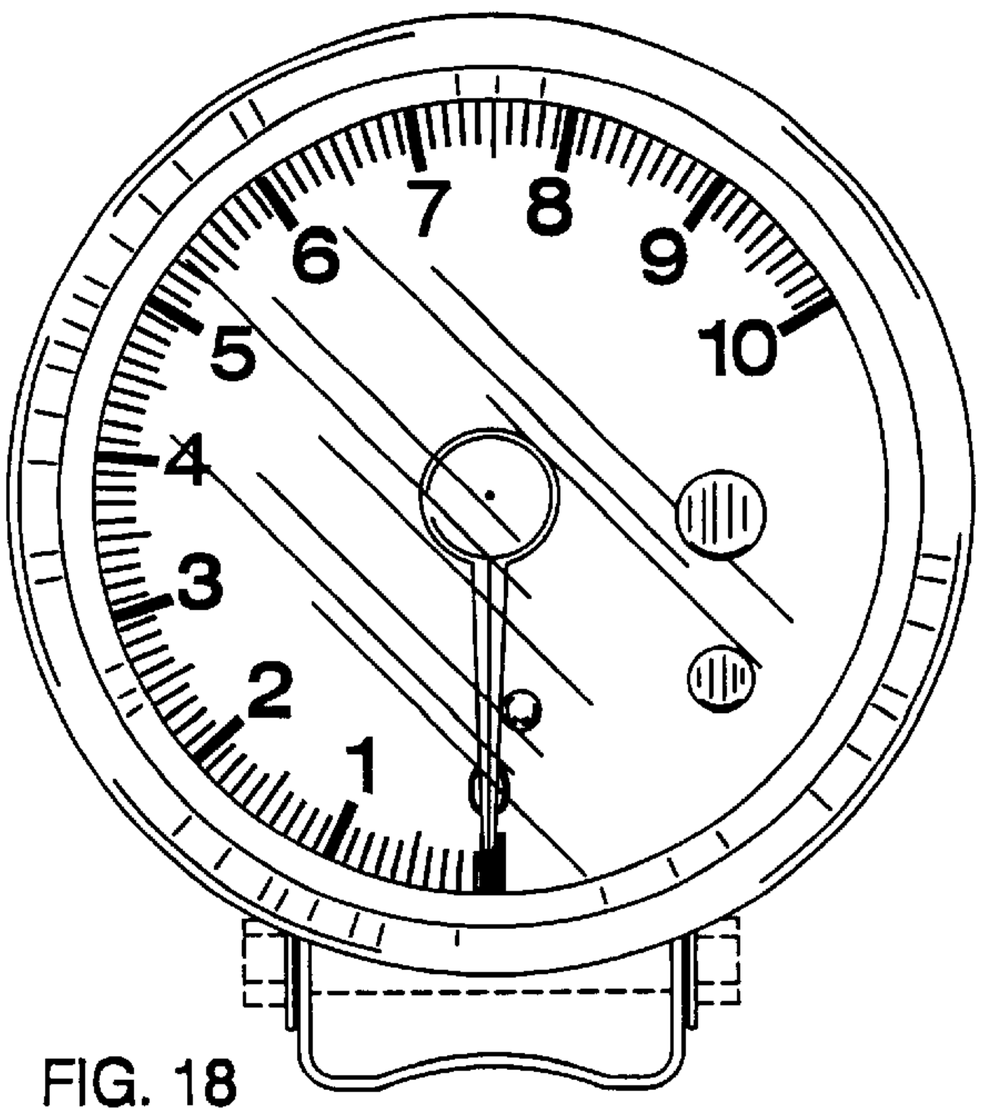

FIG. 18

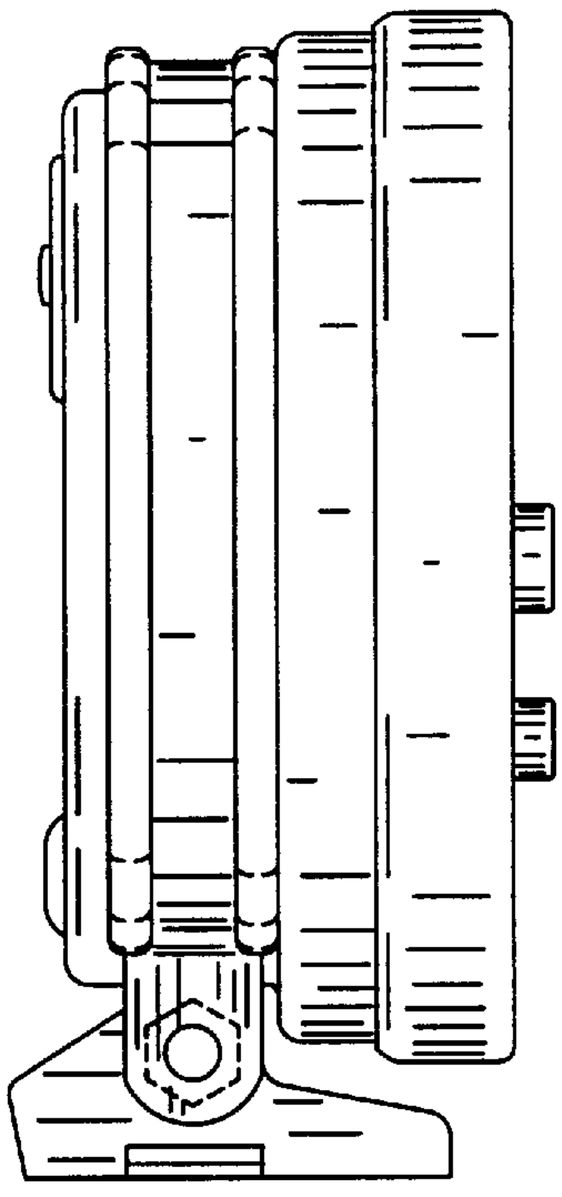

FIG. 20

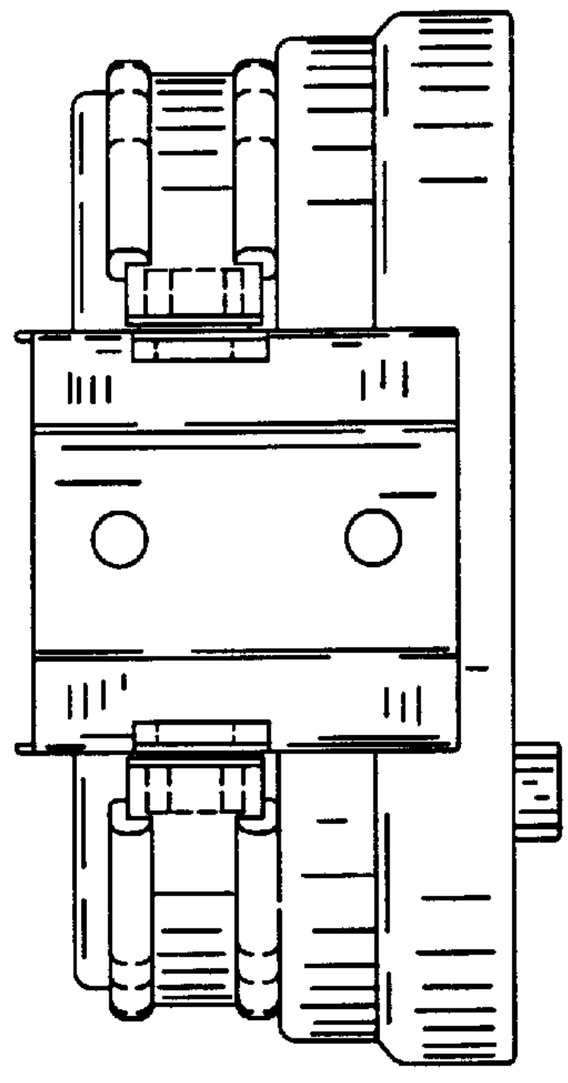

FIG. 21

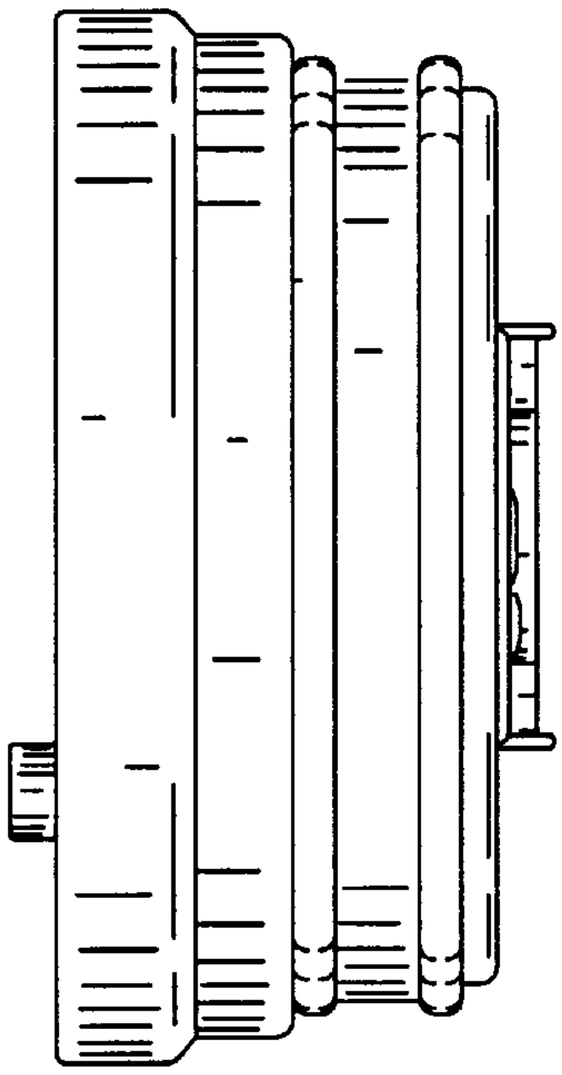

FIG. 22

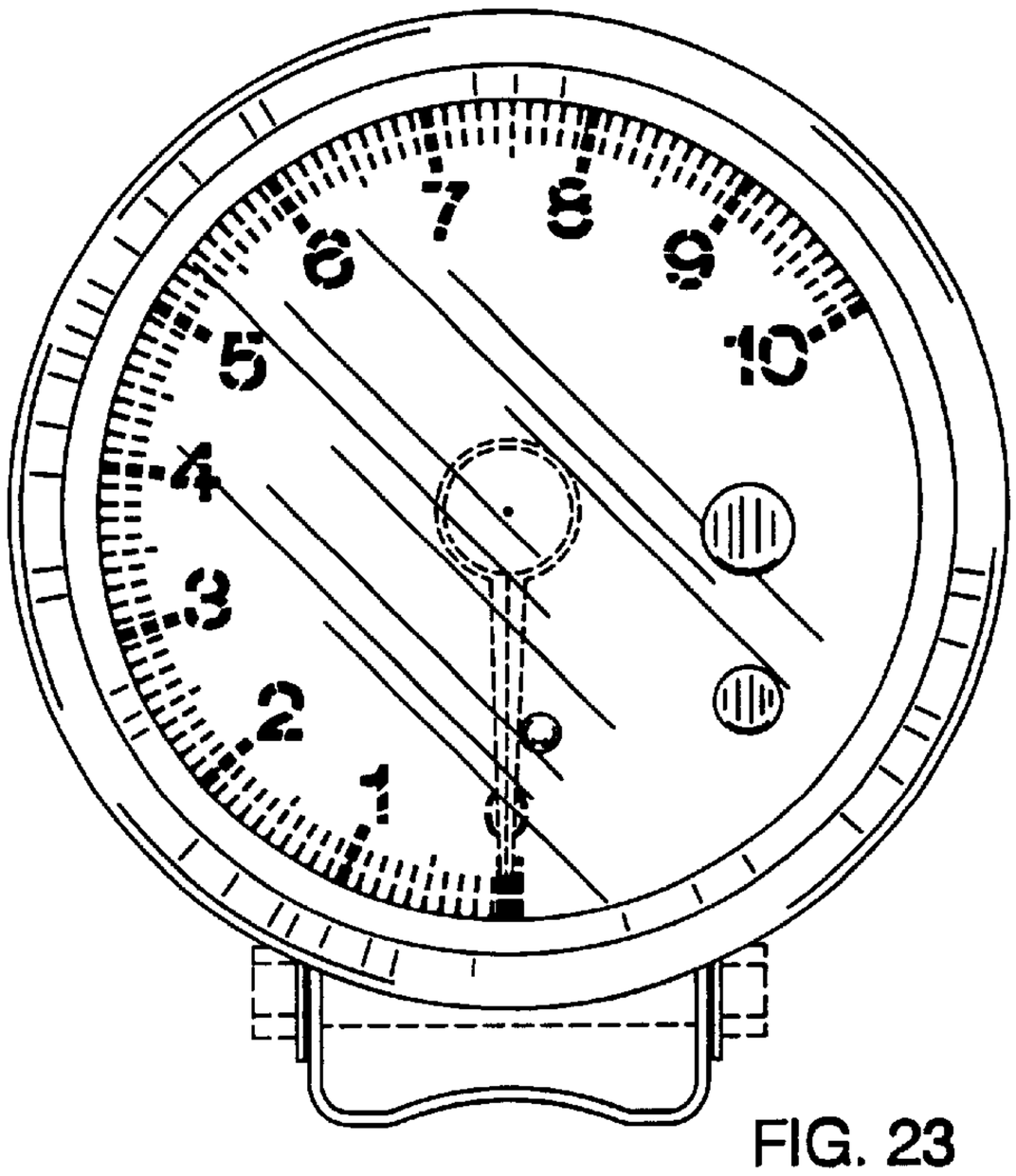

FIG. 23

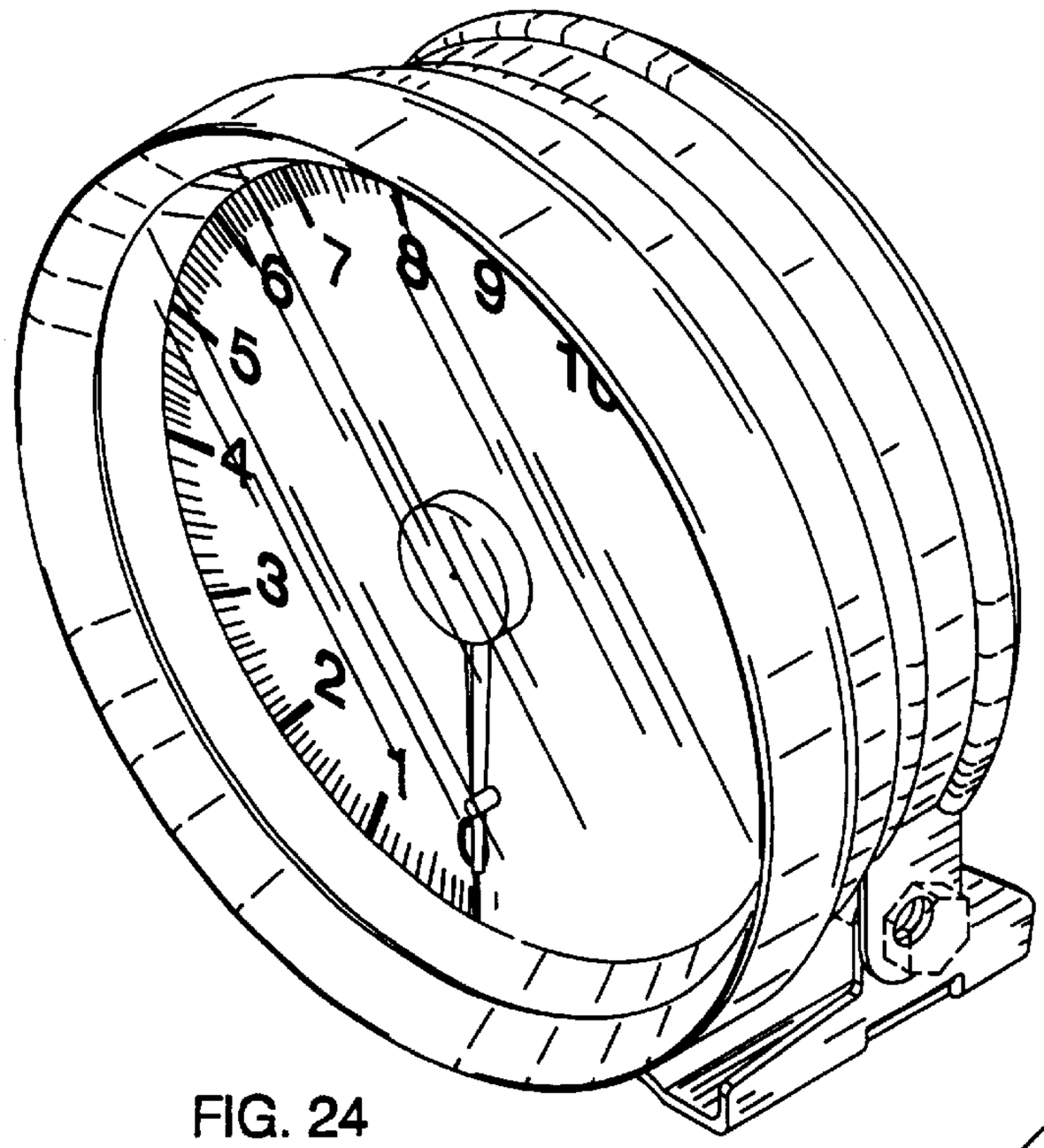

FIG. 24

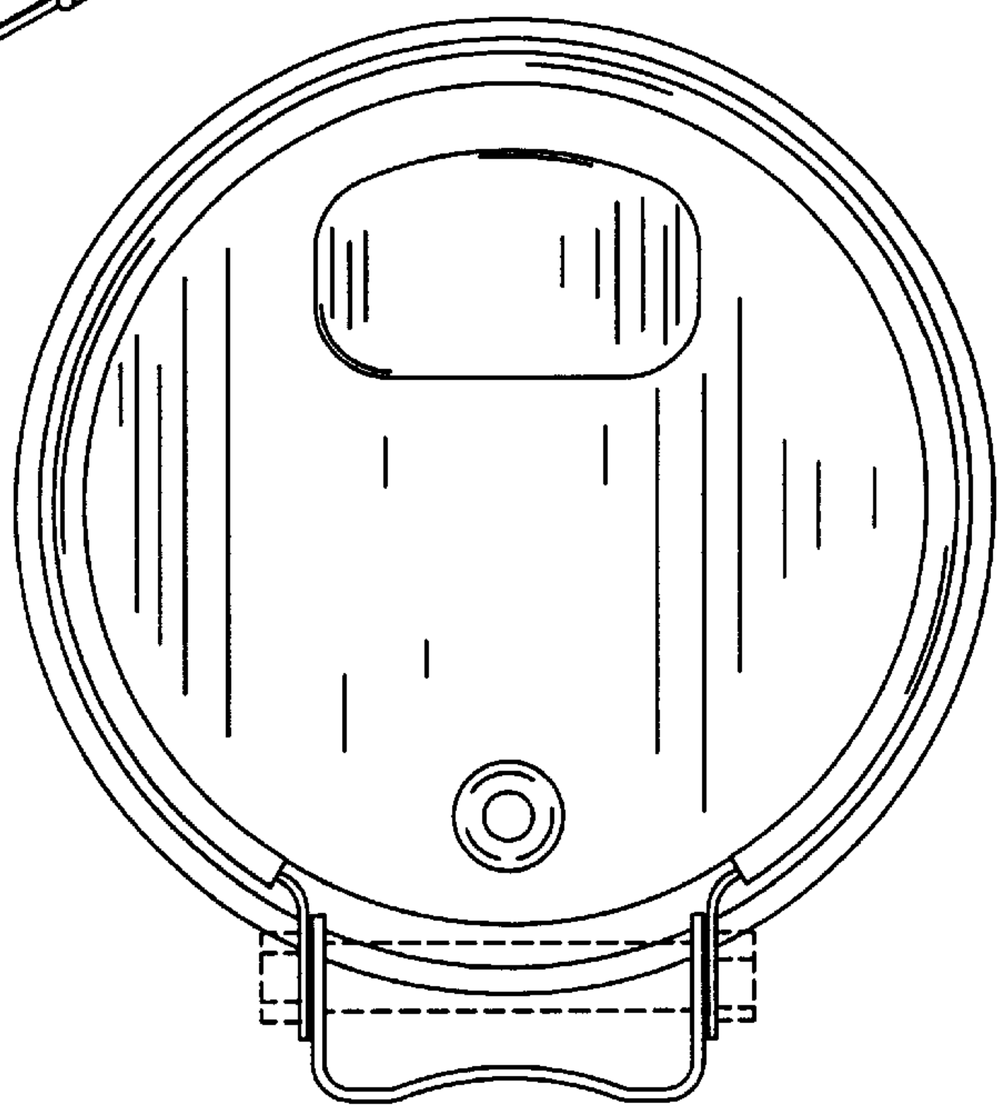

FIG. 26

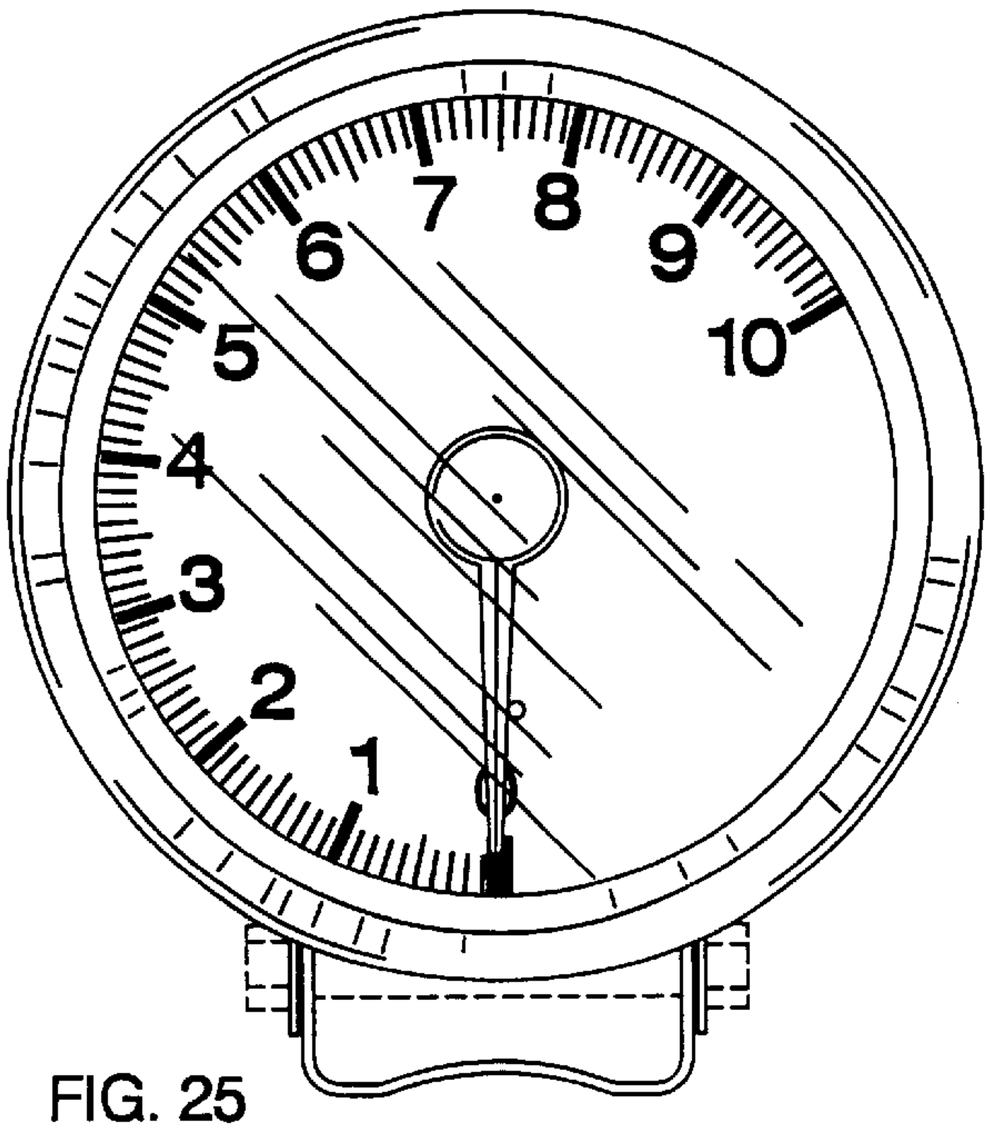

FIG. 25

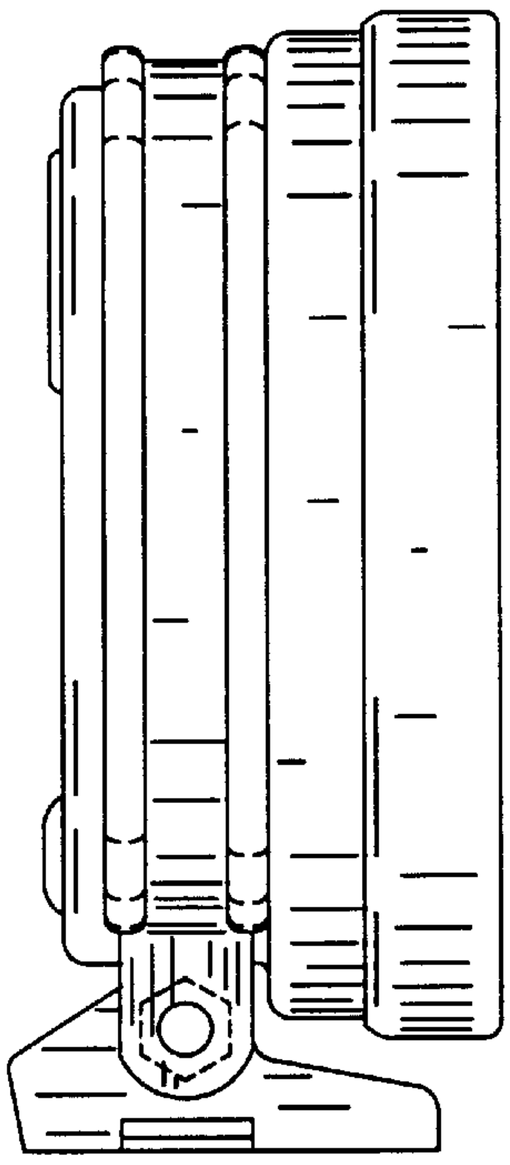

FIG. 27

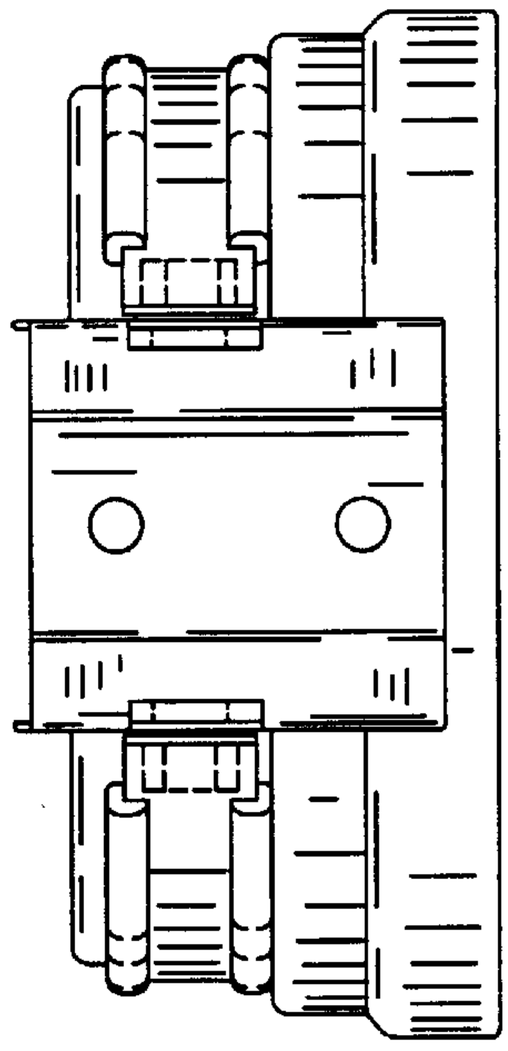

FIG. 28

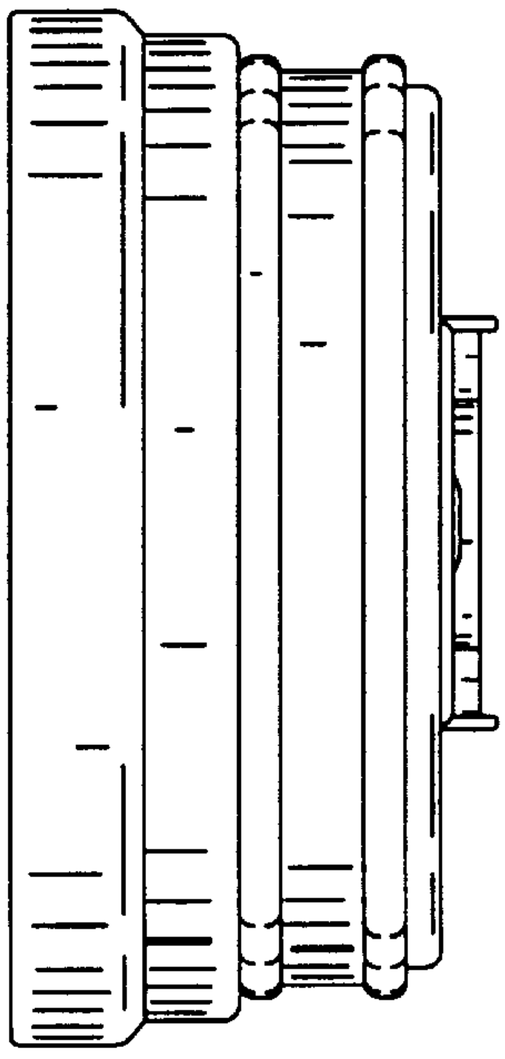

FIG. 29

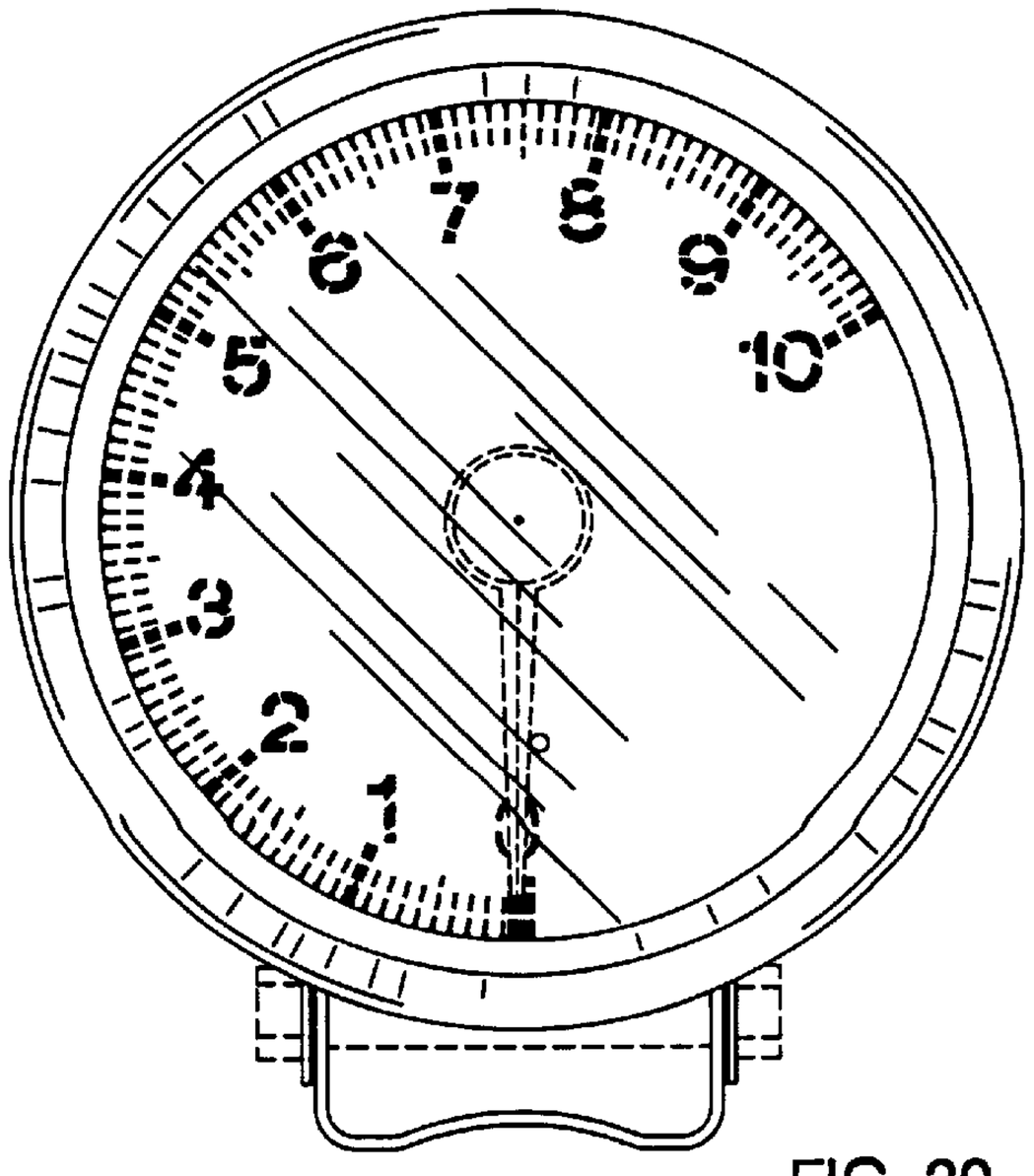

FIG. 30

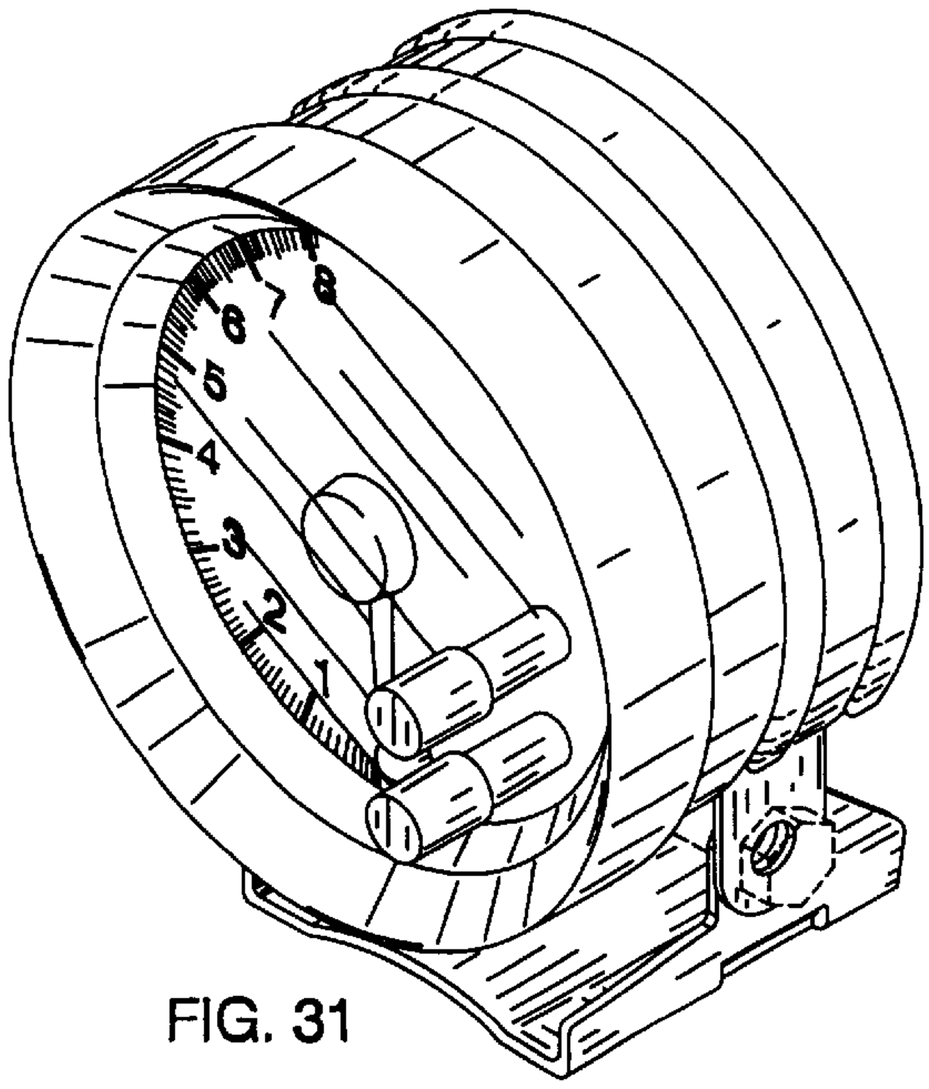

FIG. 31

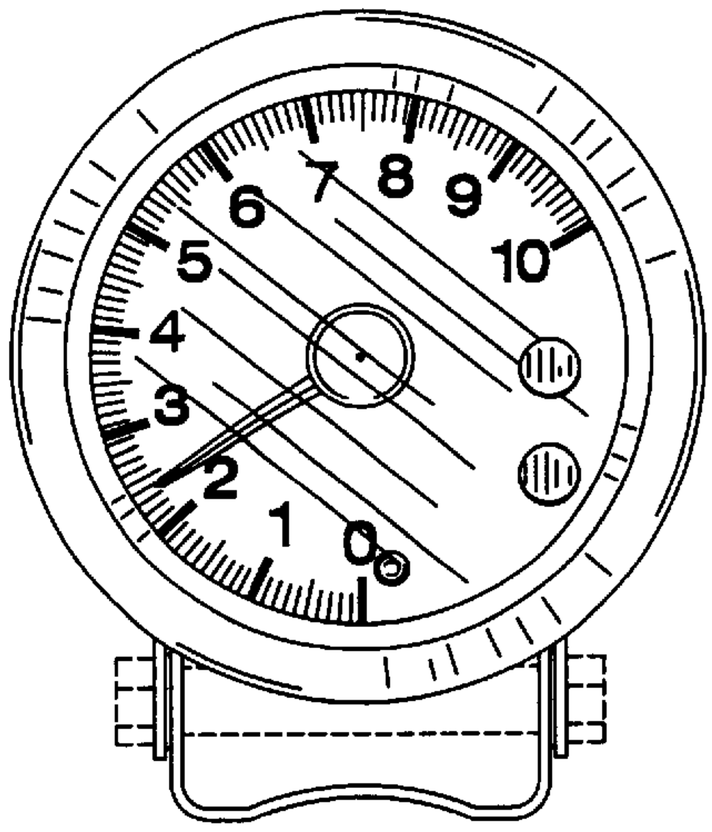

FIG. 32

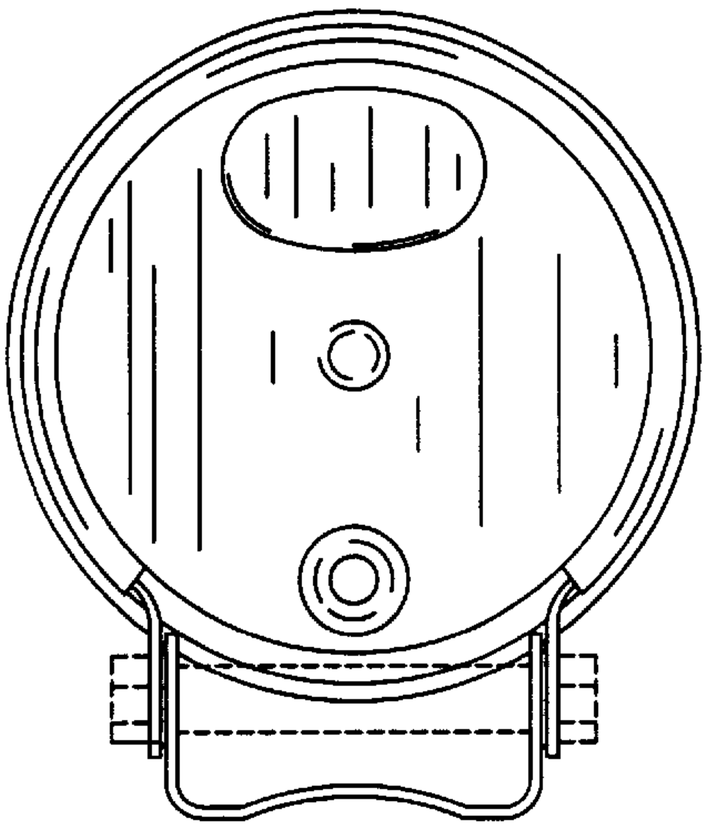

FIG.33

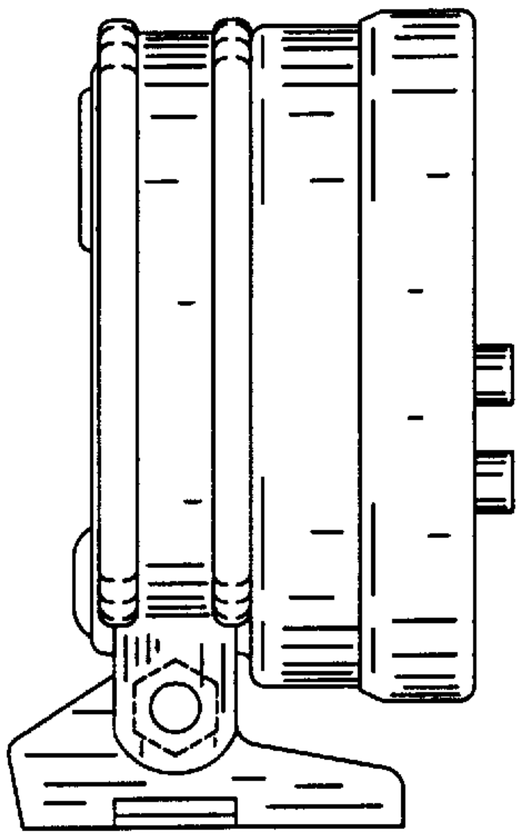

FIG. 34

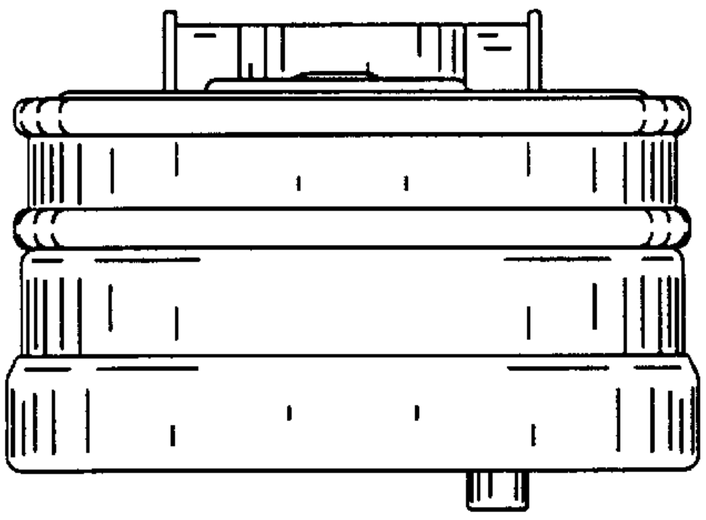

FIG. 35

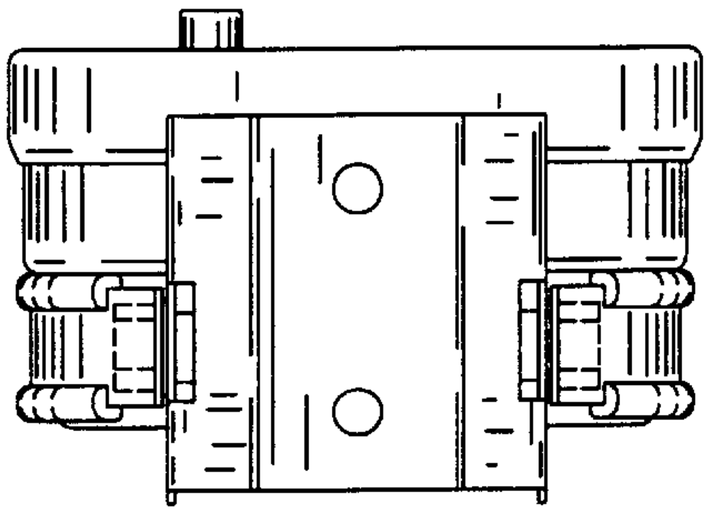

FIG. 36

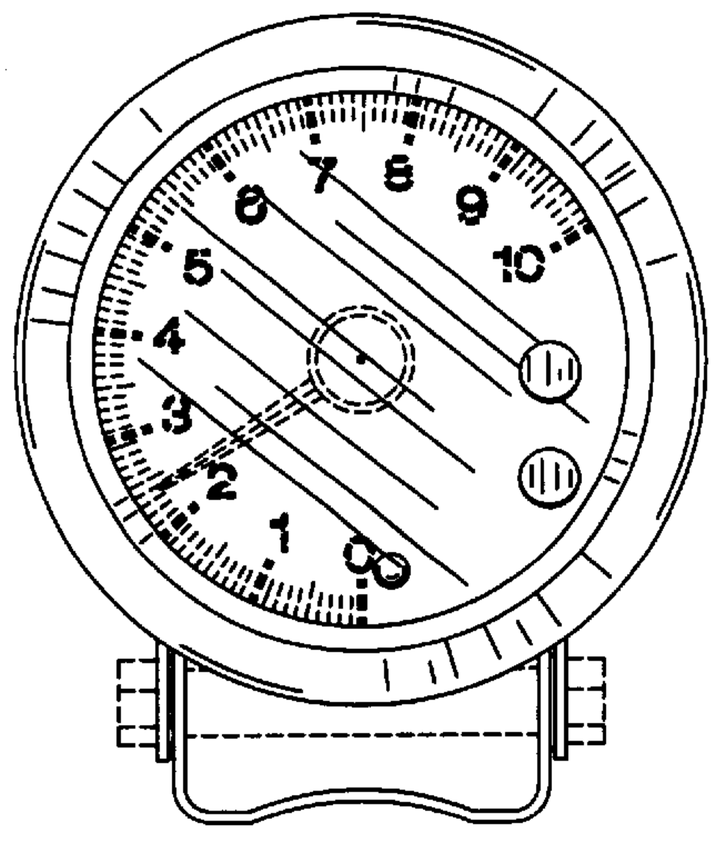

FIG. 37

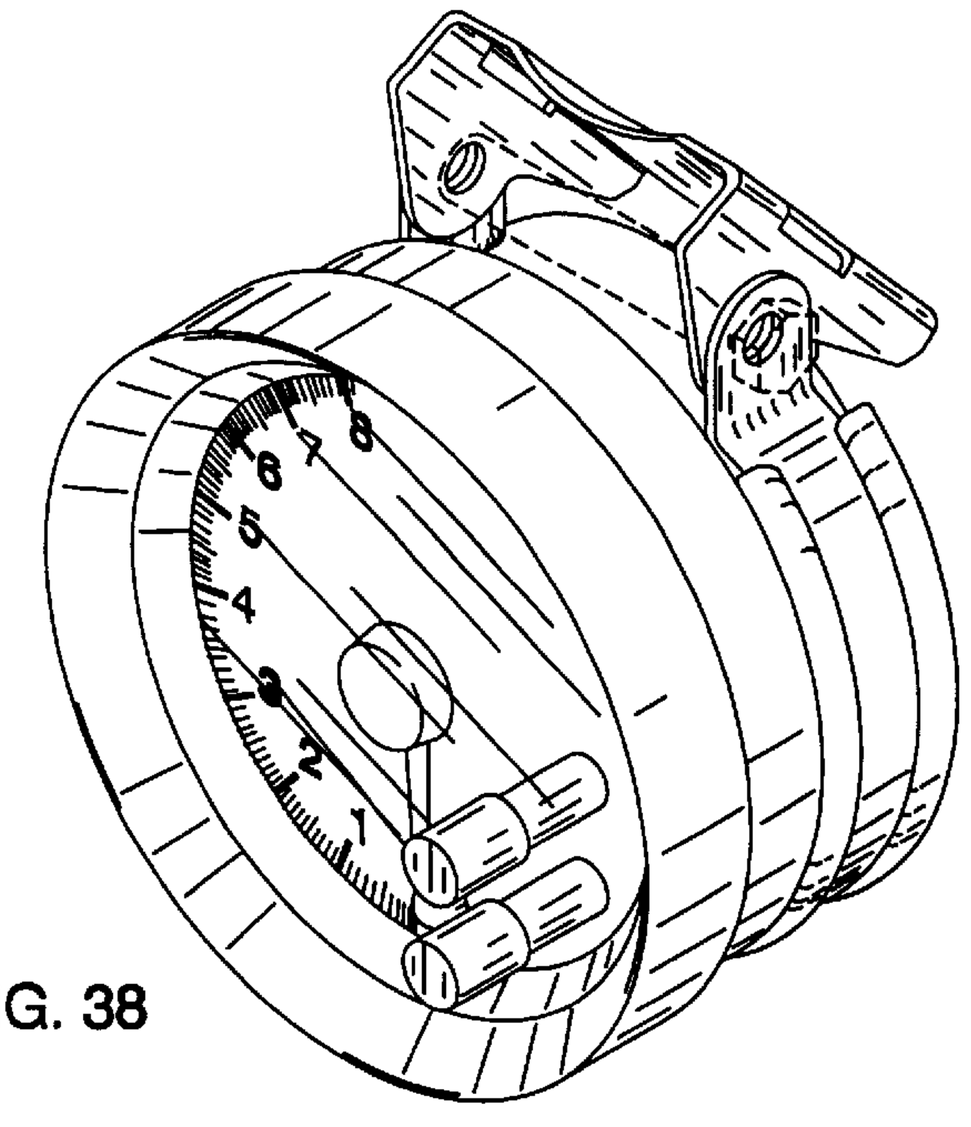

FIG. 38

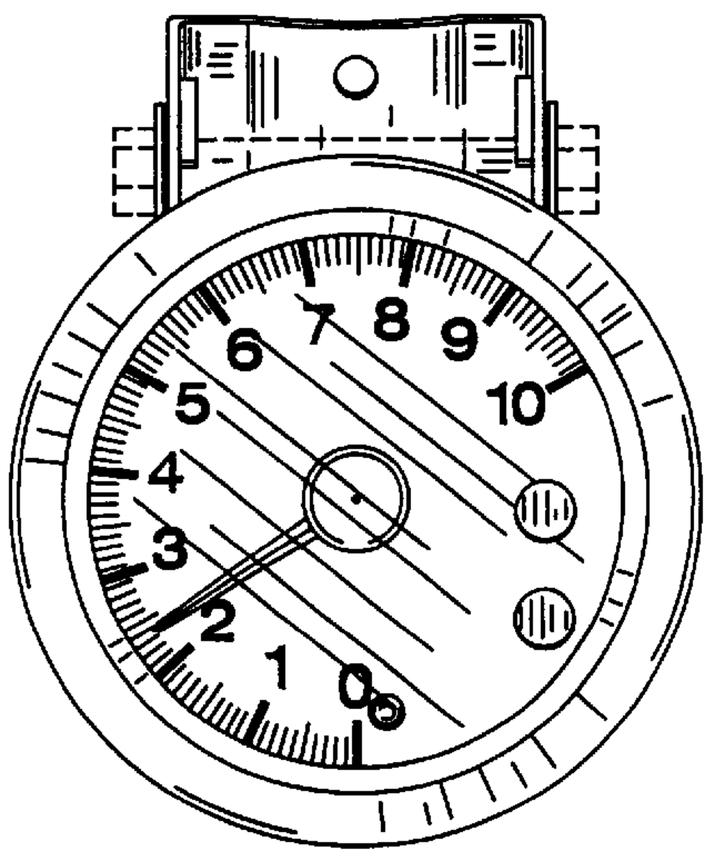

FIG. 39

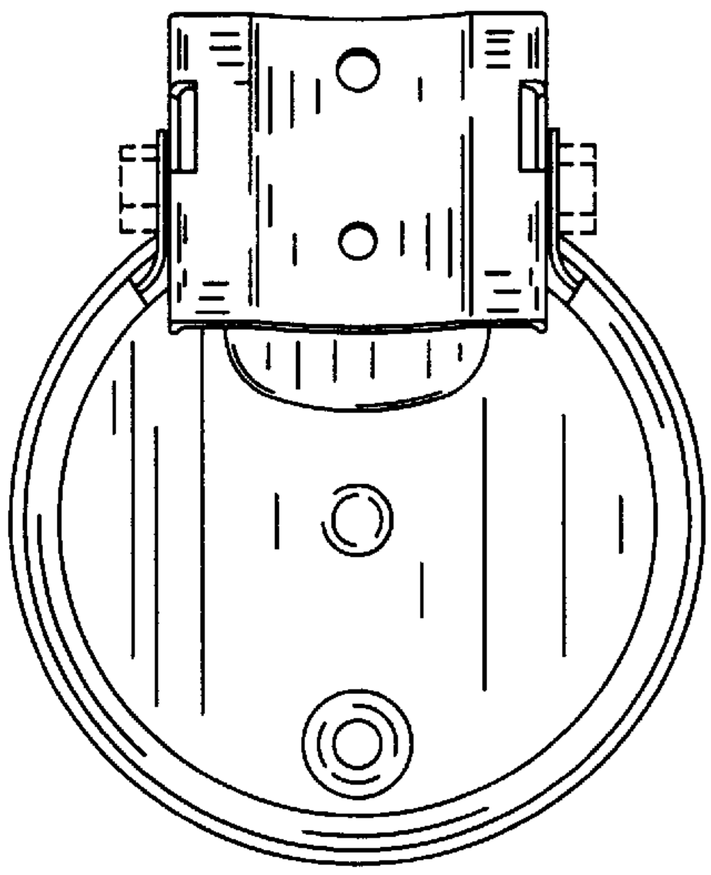

FIG. 40

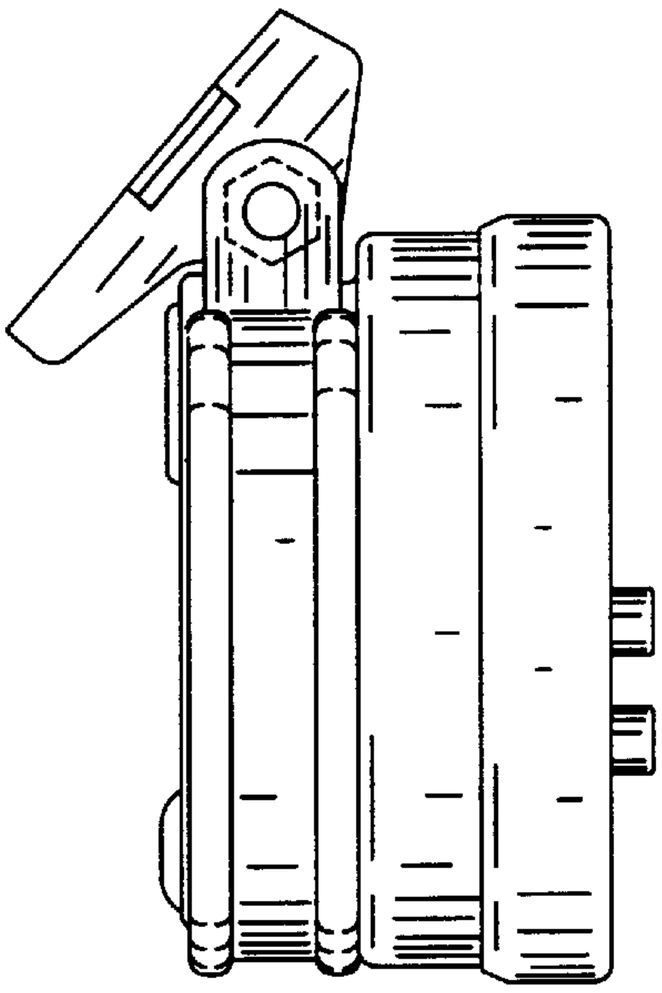

FIG. 41

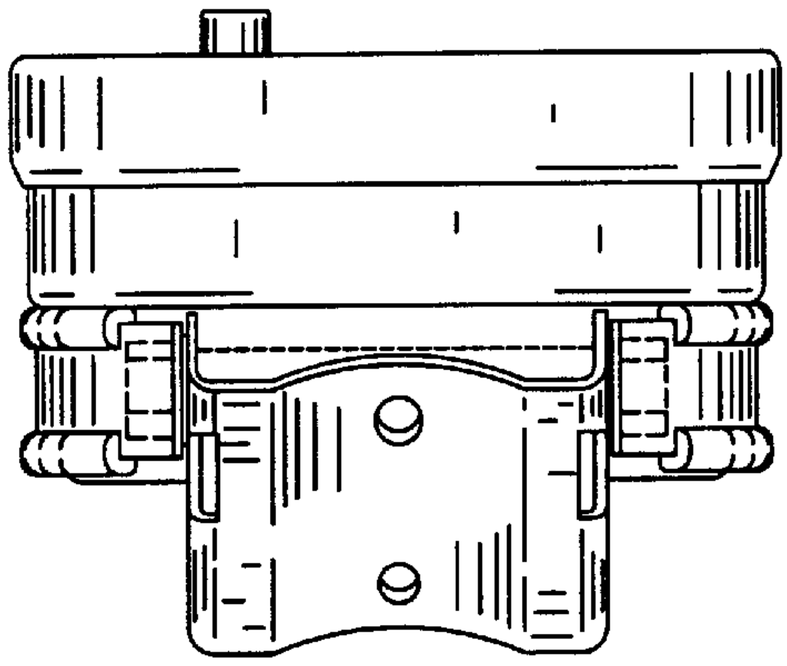

FIG. 43

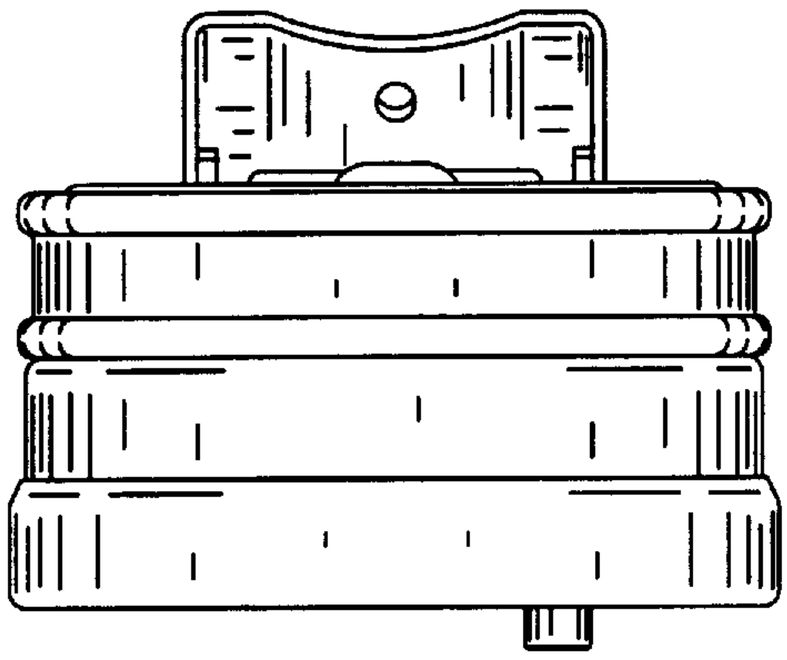

FIG. 42

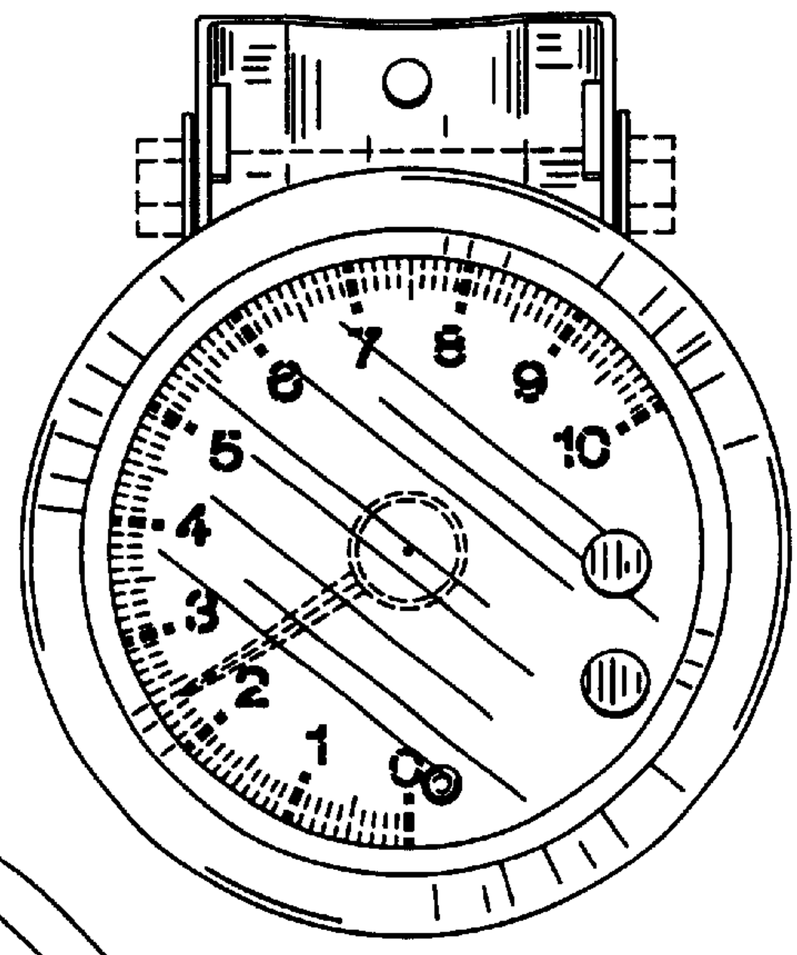

FIG. 44

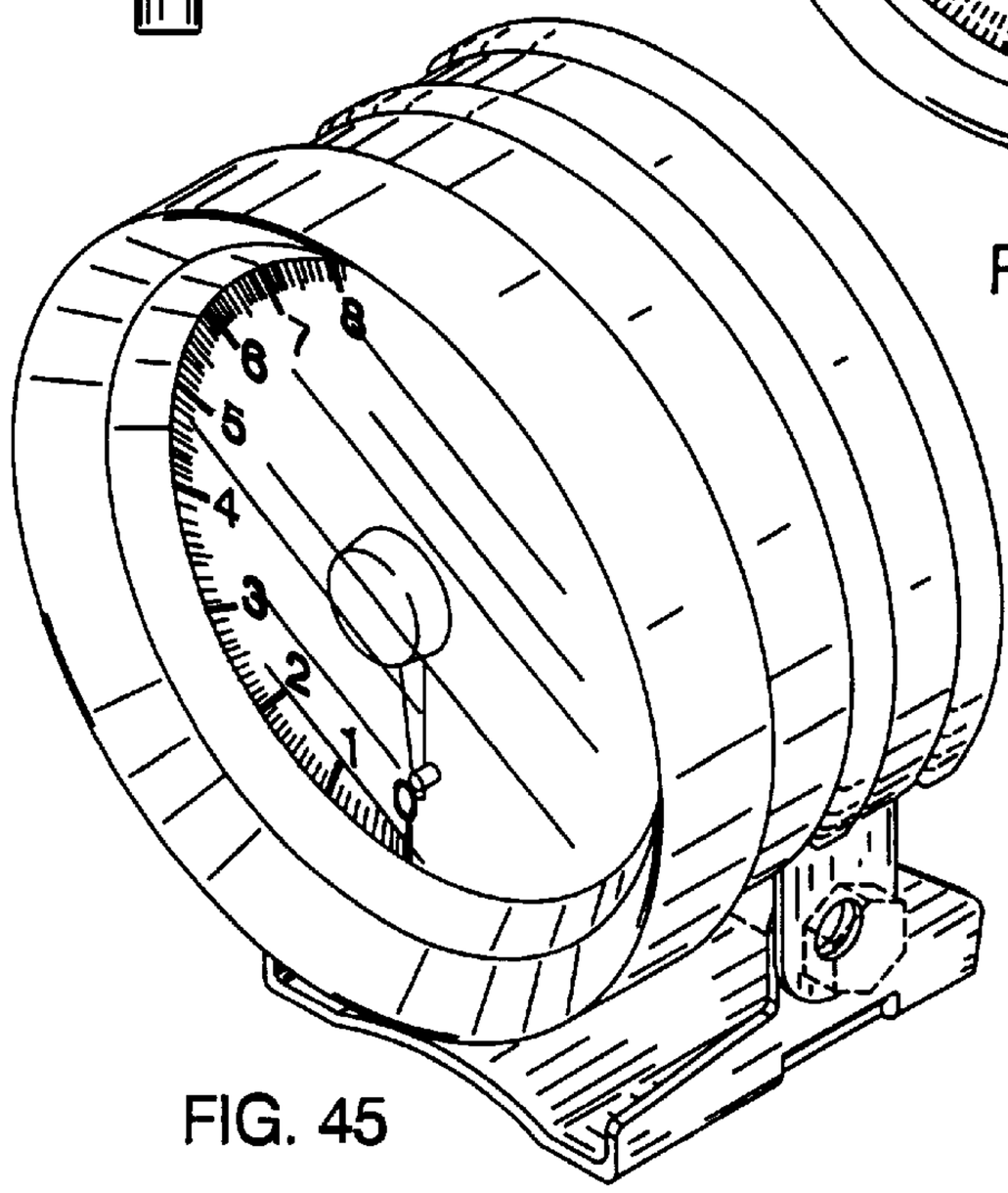

FIG. 45

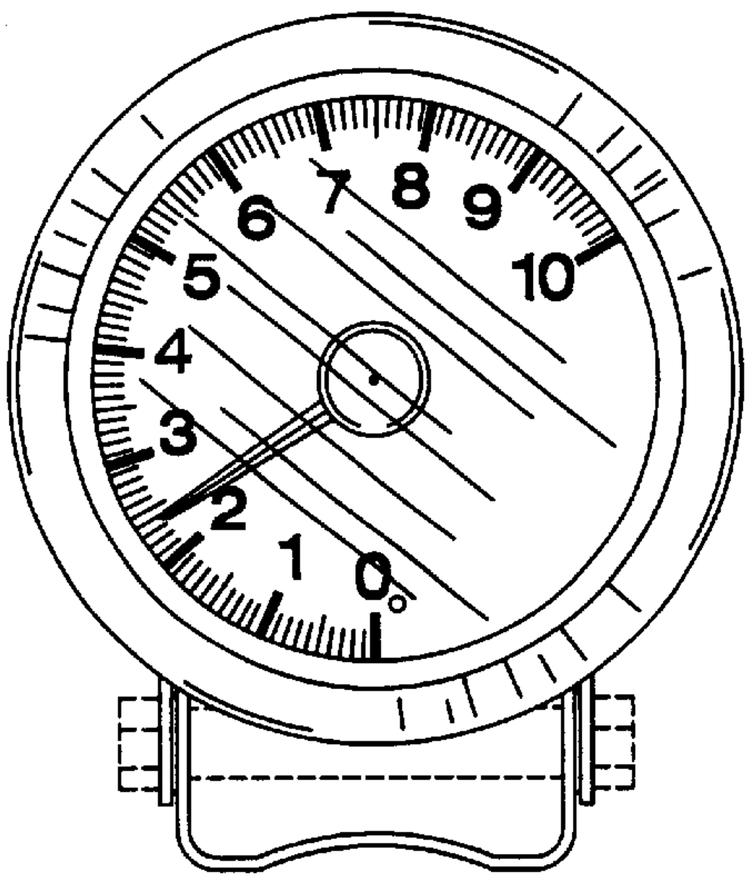

FIG. 46

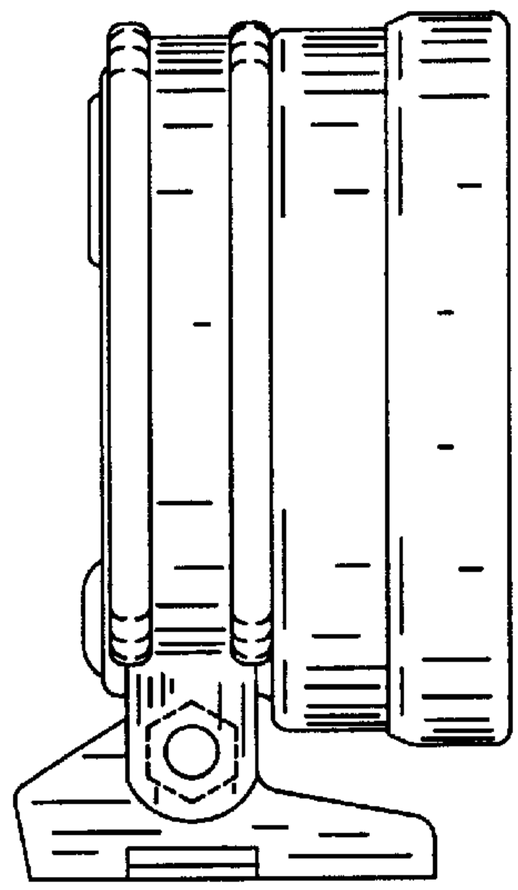

FIG. 47

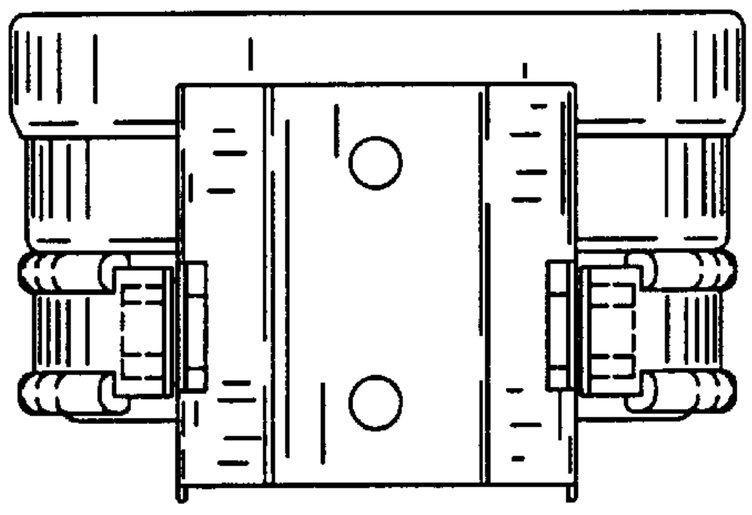

FIG. 48

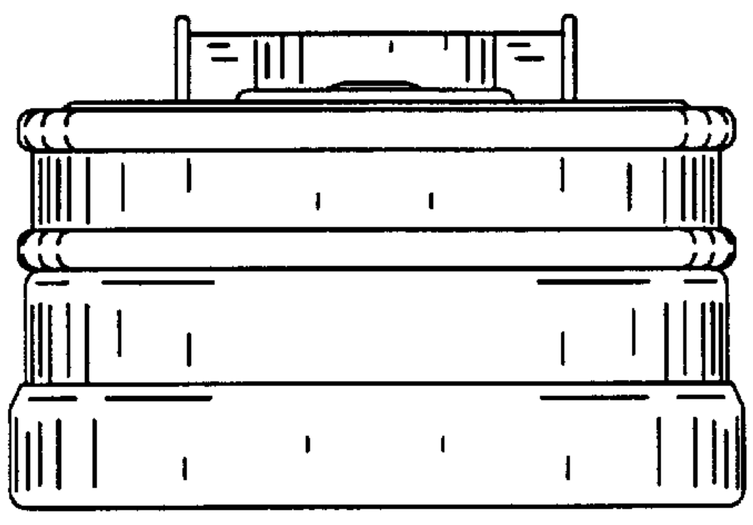

FIG. 49

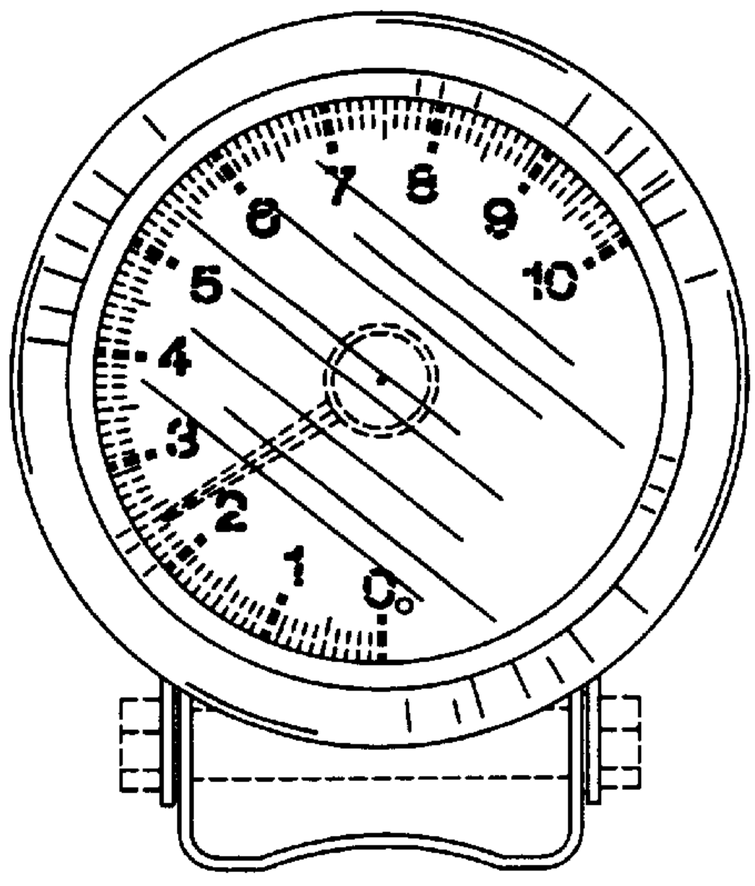

FIG. 50