



US00D455996S

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

(10) **Patent No.:** **US D455,996 S**

(45) **Date of Patent:** **\*\* Apr. 23, 2002**

- (54) **TIRE**
- (75) Inventor: **Thomas A. Buckley**, Burlington (CA)
- (73) Assignee: **Caterpillar Inc.**, Peoria, IL (US)
- (\*\*) Term: **14 Years**
- (21) Appl. No.: **29/140,372**
- (22) Filed: **Apr. 17, 2001**
- (51) **LOC (7) Cl.** ..... **12-15**
- (52) **U.S. Cl.** ..... **D12/500; D12/605**
- (58) **Field of Search** ..... **D12/134-152;**  
152/209.1, 209.9, 209.16, 209.25, 209.27,  
523, 524, 902, 903

- D287,479 S \* 12/1986 Winfield ..... D12/153
- D293,563 S 1/1988 Fuzioka et al.
- 4,723,585 A 2/1988 Mechtel
- D299,633 S \* 1/1989 Pipho ..... D12/150
- 4,982,773 A 1/1991 Bonko
- D320,970 S \* 10/1991 Maxwell et al. .... D12/149
- 5,259,429 A 11/1993 Harms
- D342,228 S 12/1993 Harms
- 5,375,640 A 12/1994 Harms
- D354,262 S 1/1995 Harms
- D380,718 S 7/1997 Ratliff, Jr.
- D385,239 S 10/1997 Bonko
- D401,896 S \* 12/1998 Chandler et al. .... D12/152
- D410,603 S \* 6/1999 Chandler et al. .... D12/152

\* cited by examiner

*Primary Examiner*—Robert M. Spear

(74) *Attorney, Agent, or Firm*—O. Gordon Pence

(56) **References Cited**

**U.S. PATENT DOCUMENTS**

- 1,026,468 A \* 5/1912 Selzer ..... 152/523
- 1,126,129 A \* 1/1915 Thissen ..... 152/209.1
- 1,271,388 A \* 7/1918 Taylor ..... 152/523
- D54,564 S \* 3/1920 Simmons et al. .... D12/135
- D57,861 S \* 5/1921 Putnam ..... D12/135
- D57,966 S \* 5/1921 Forsyth ..... D12/135
- 1,395,576 A \* 11/1921 Jennings ..... 152/209.16
- 1,428,817 A 9/1922 Swan
- 2,011,552 A 8/1935 Hoover
- D108,248 S 2/1938 Smith et al.
- D114,527 S \* 5/1939 Boden ..... D12/135
- D187,575 S 3/1960 Caurette
- D212,533 S \* 10/1968 Barr ..... D12/135
- D213,002 S \* 12/1968 Barr ..... D12/135
- 4,124,052 A 11/1978 Beauchamp

(57) **CLAIM**

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

**DESCRIPTION**

FIG. 1 is a perspective view of the tire of my invention; FIG. 2 is a side elevational view of the tire illustrated in FIG. 1; FIG. 3 is an elevational view of the opposite side of the tire illustrated in FIG. 1; and, FIG. 4 is an end elevational view of the tire, it being understood that the tire's appearance is the same about its circumference. In the drawings, the areas depicted in broken lines form no part of the claimed design.

**1 Claim, 3 Drawing Sheets**

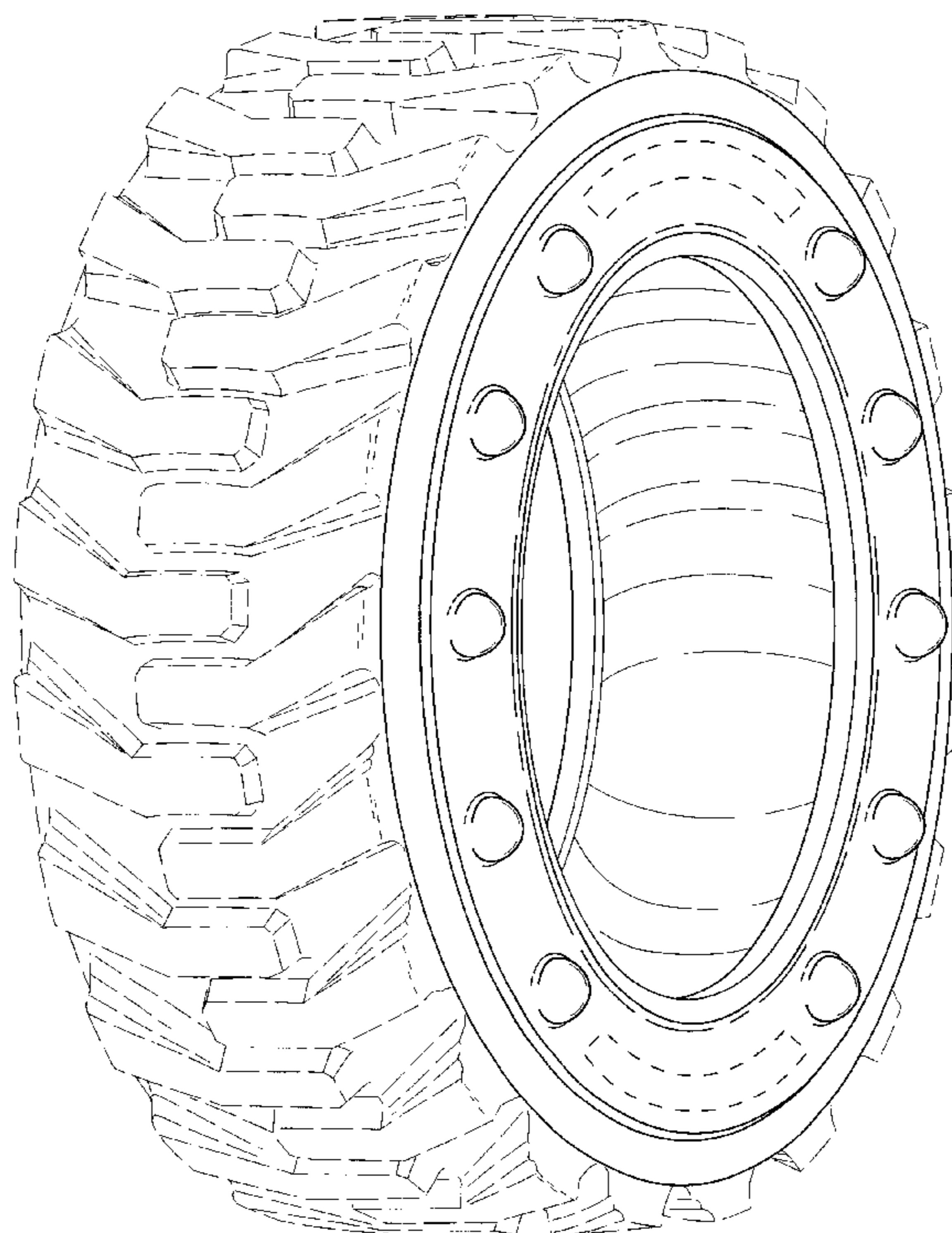


FIG. 1.

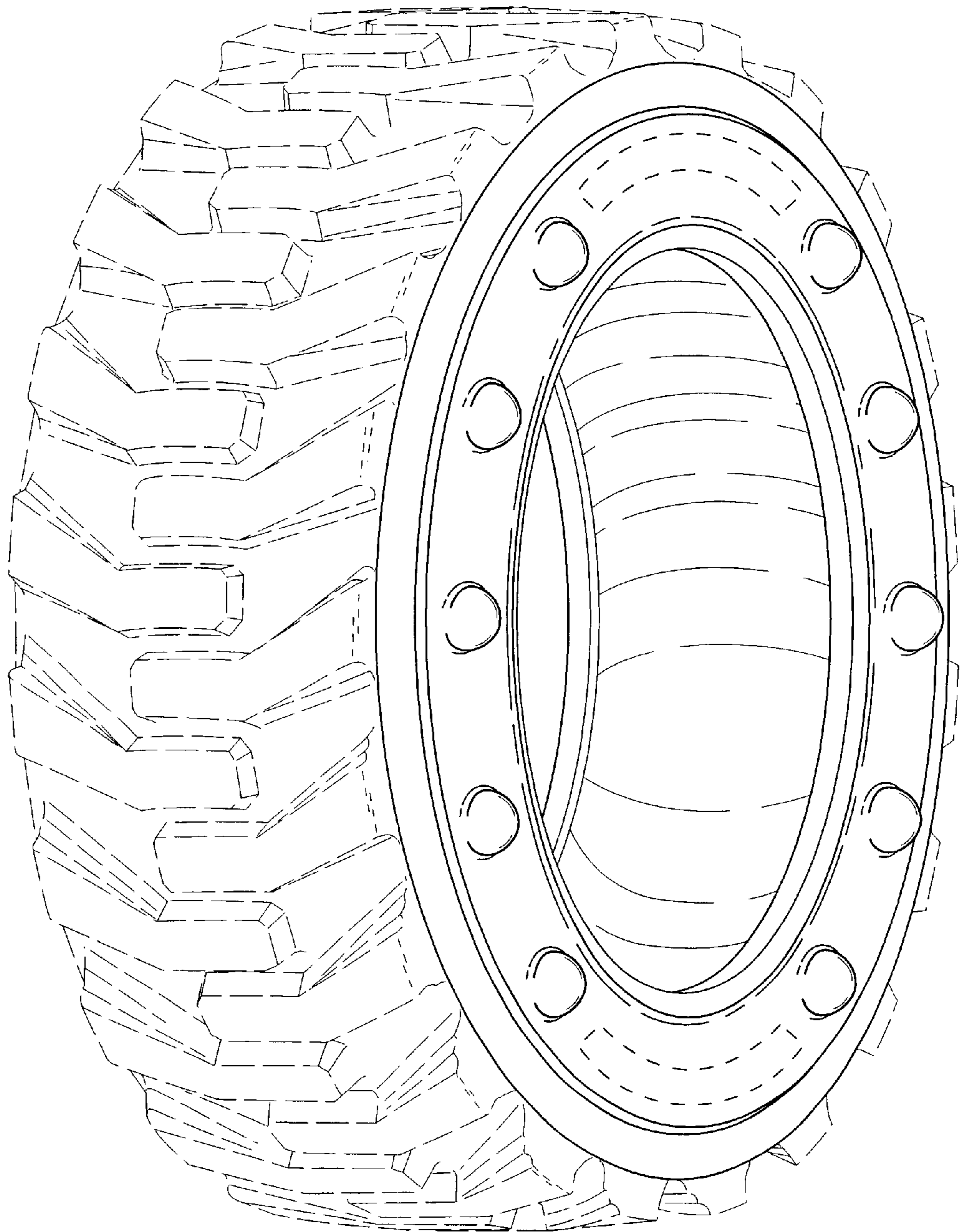


FIG. 2.

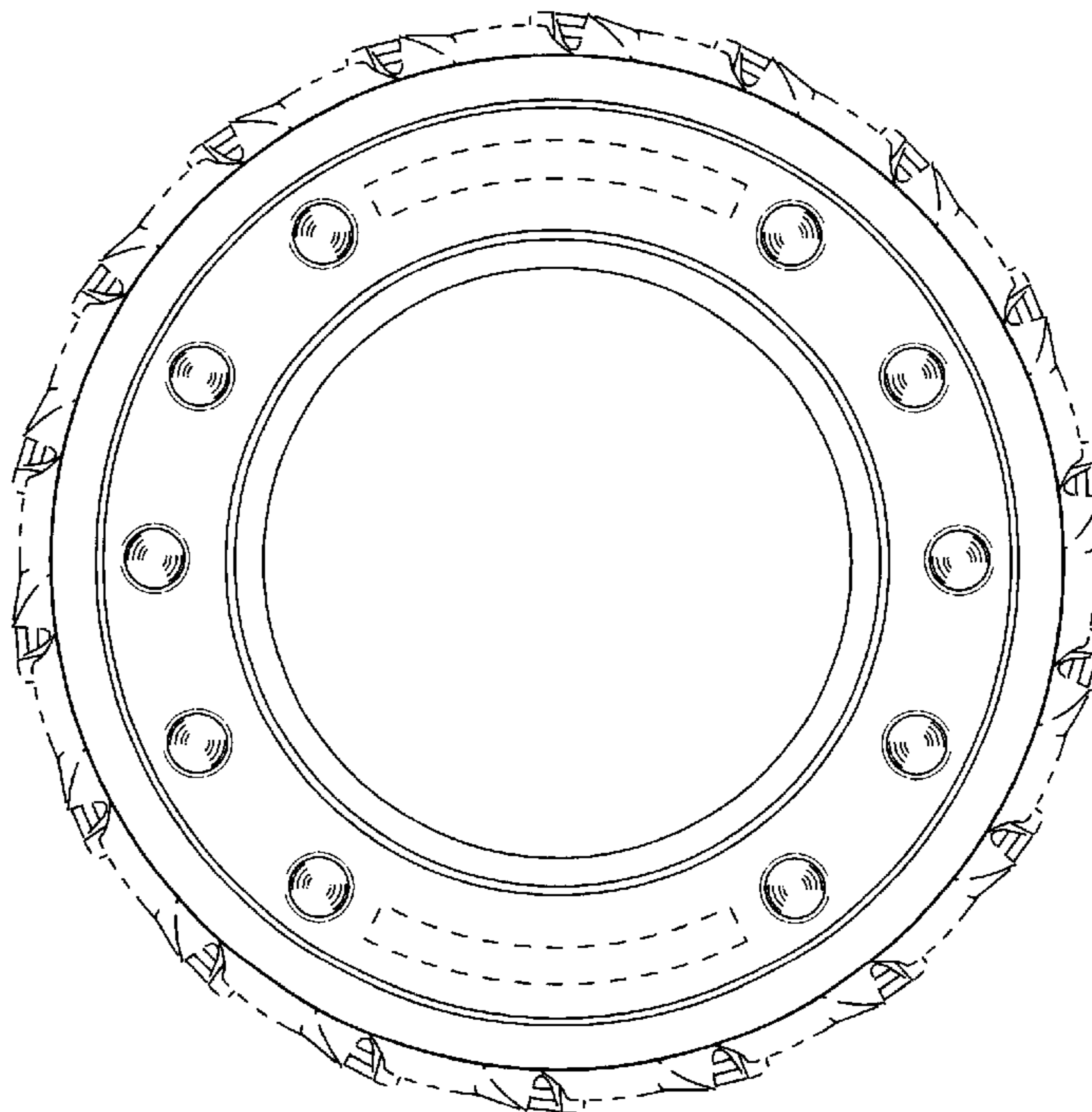


FIG. 3.

