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(12) **United States Design Patent**  
**Moen et al.**

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(54) **ENGINE ENCLOSURE**

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

(21) Appl. No.: **29/209,284**

(22) Filed: **Jul. 14, 2004**

(51) **LOC (8) Cl.** ..... **15-03**

(52) **U.S. Cl.** ..... **D15/31**

(58) **Field of Search** ..... D15/10, 31, 14-17,  
D15/23, 28, 33, 22-26; 56/13.4, 16.7, 202;  
180/69.2, 900, 69.21, 89.1, 89.12

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(57) **CLAIM**

The ornamental design for an engine enclosure, as shown and described.

**DESCRIPTION**

FIG. 1 is a rear, left top perspective view of the engine enclosure in a closed position;

FIG. 2 is a left elevational view of the engine enclosure in a closed position;

FIG. 3 is a right elevational view of the engine enclosure in a closed position;

FIG. 4 is a top plan view of the engine enclosure in a closed position;

FIG. 5 is a rear elevational view of the engine enclosure in a closed position;

FIG. 6 is a front elevational view, taken along Lines 6—6 of FIG. 2, of the engine enclosure in a closed position;

FIG. 7 is a rear, left top perspective view of the engine enclosure in a fully opened position;

FIG. 8 is a left elevational view of the engine enclosure in a fully opened position;

FIG. 9 is a right elevational view of the engine enclosure in a fully opened position;

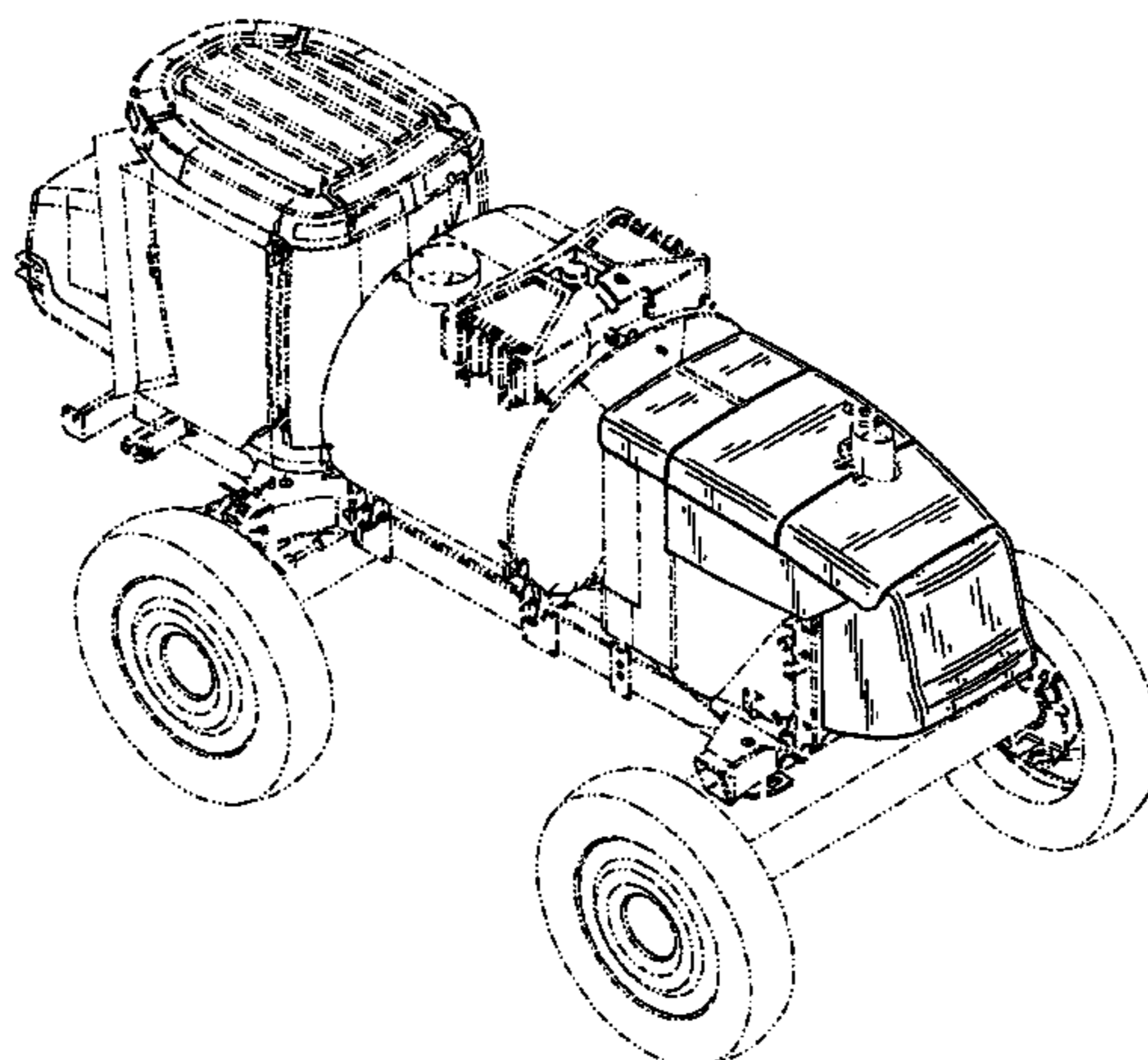
FIG. 10 is a top plan view of the engine enclosure in a fully opened position;

FIG. 11 is a rear elevational view of the engine enclosure in a fully opened position; and,

FIG. 12 is a front elevational view, taken along Lines 12—12 of FIG. 8, of the engine enclosure in a fully opened position.

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

**1 Claim, 10 Drawing Sheets**



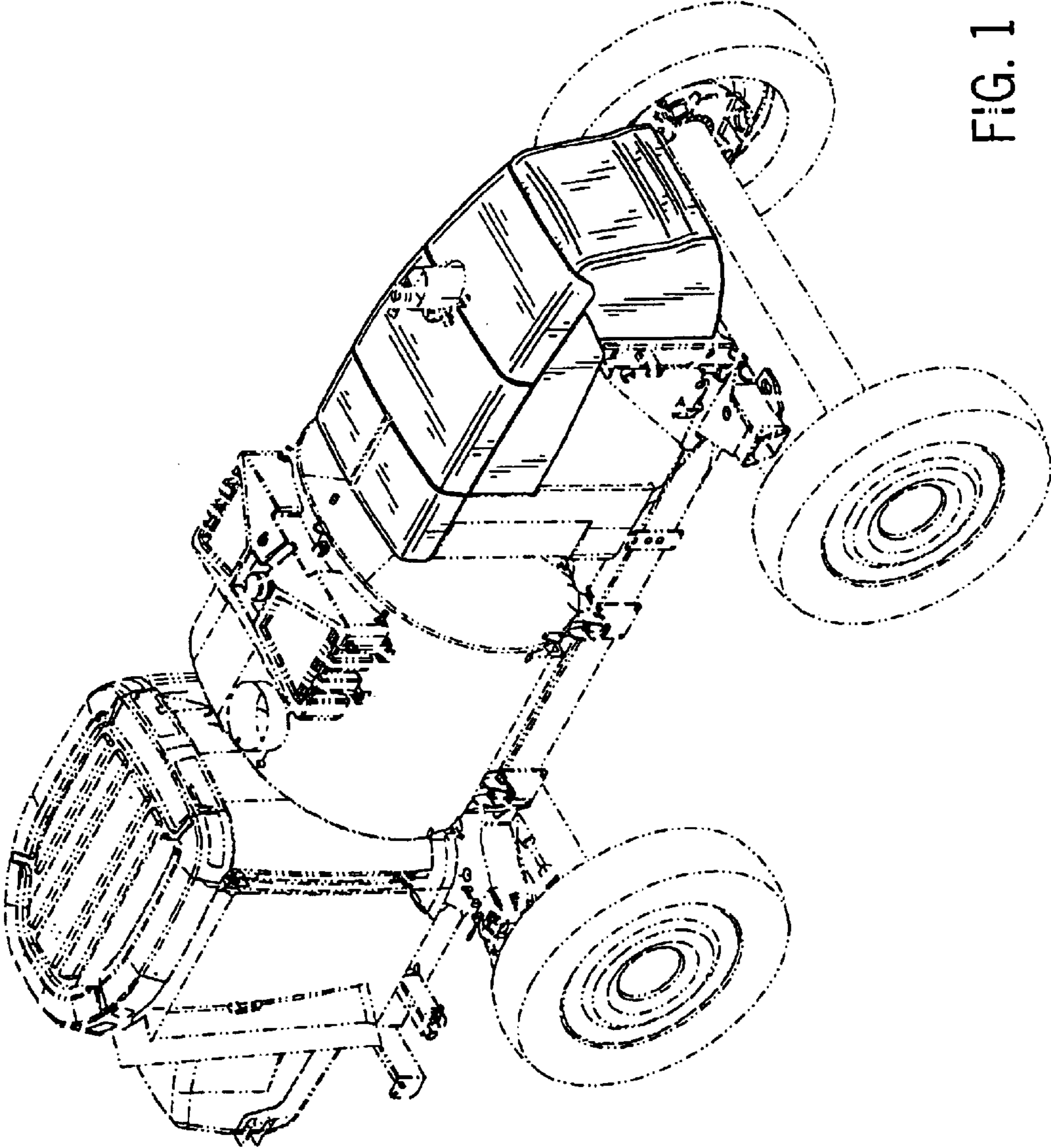


FIG. 1

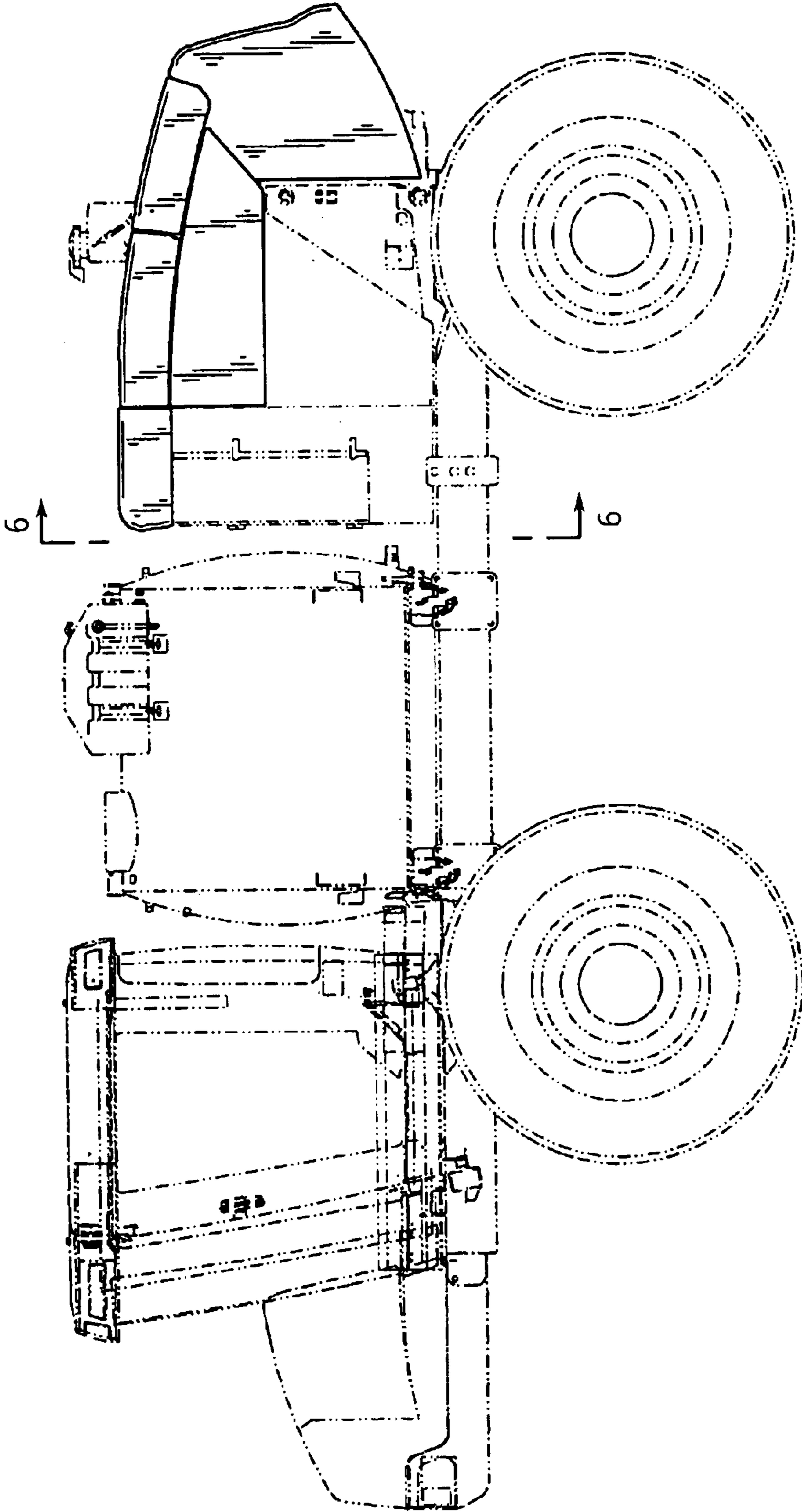


FIG. 2

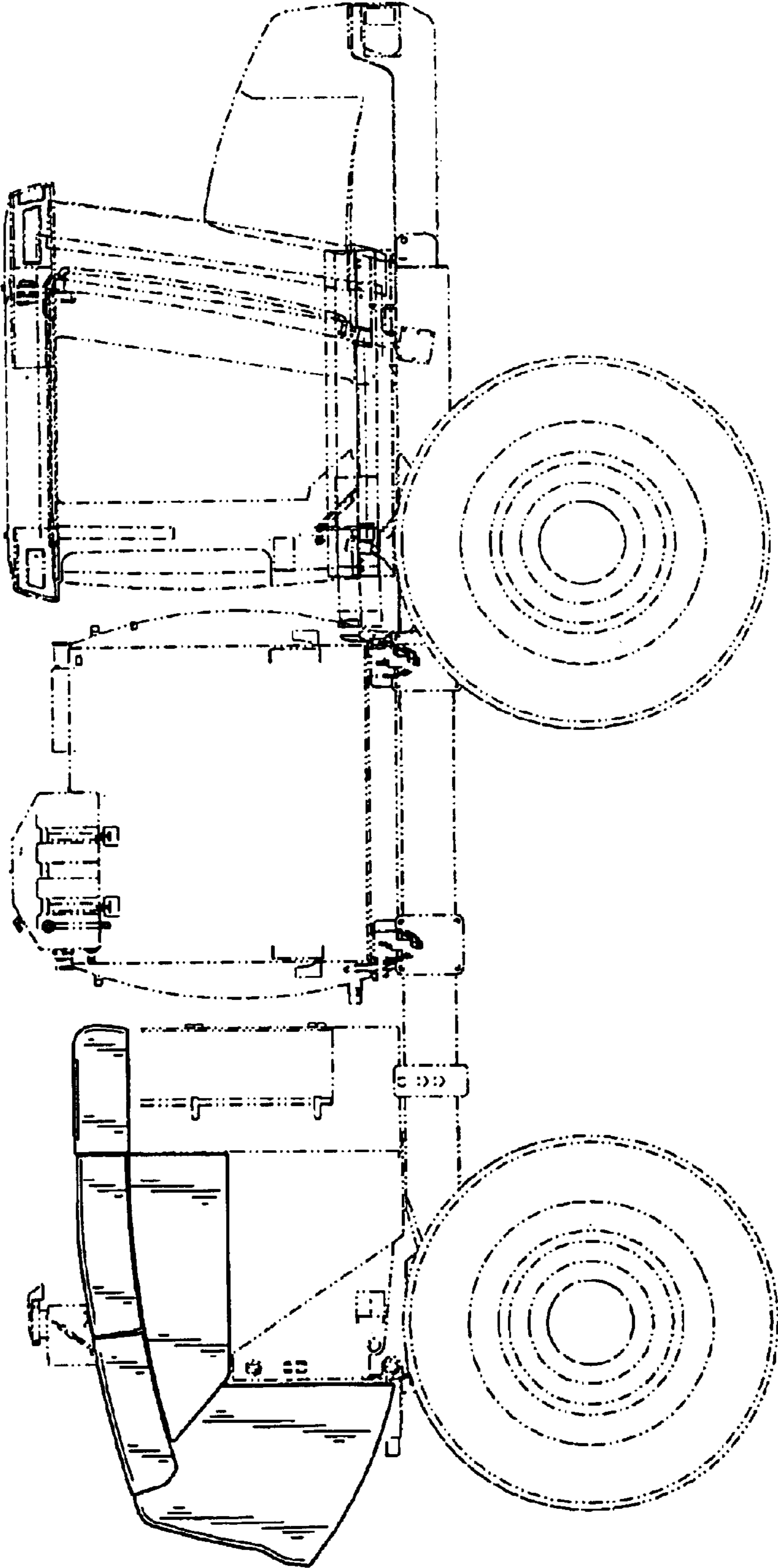


FIG. 3

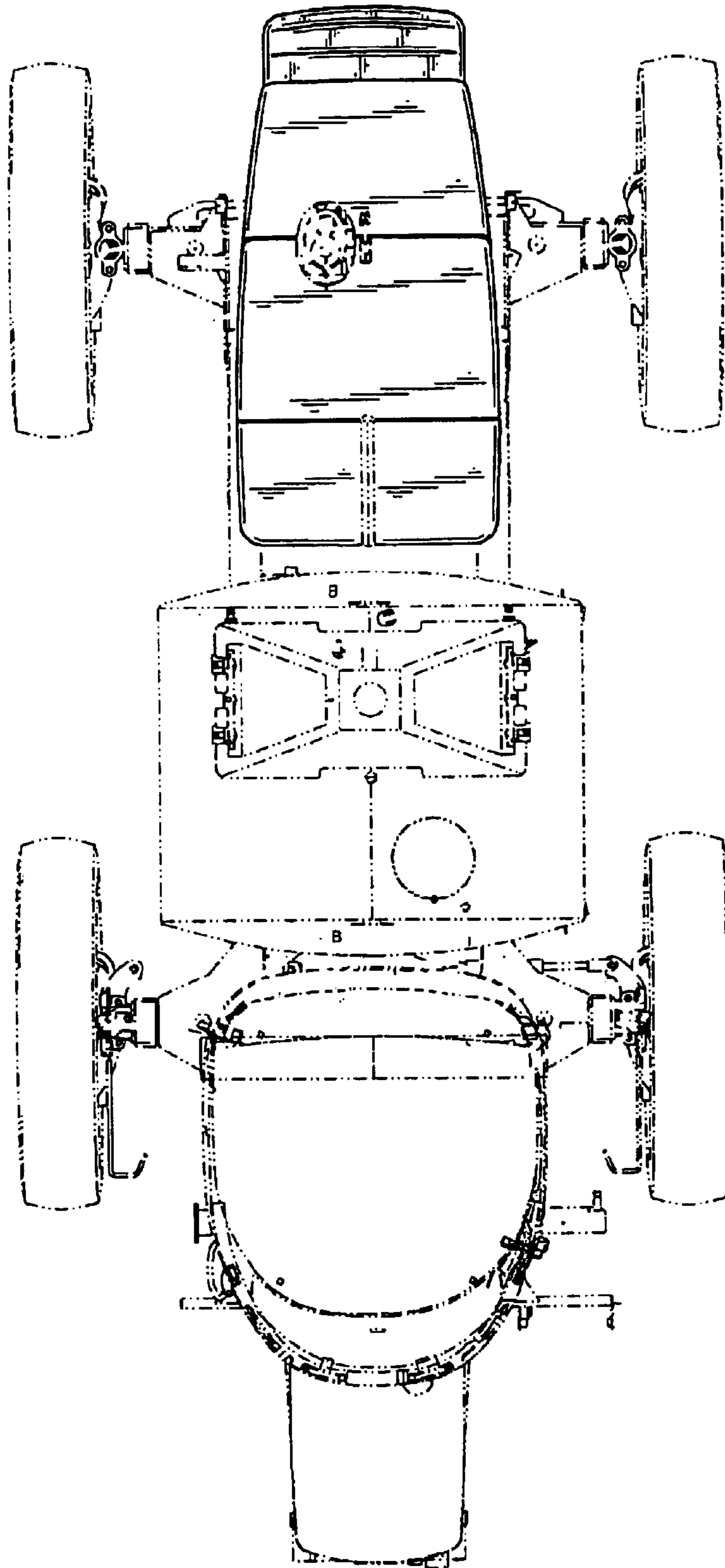


FIG. 4

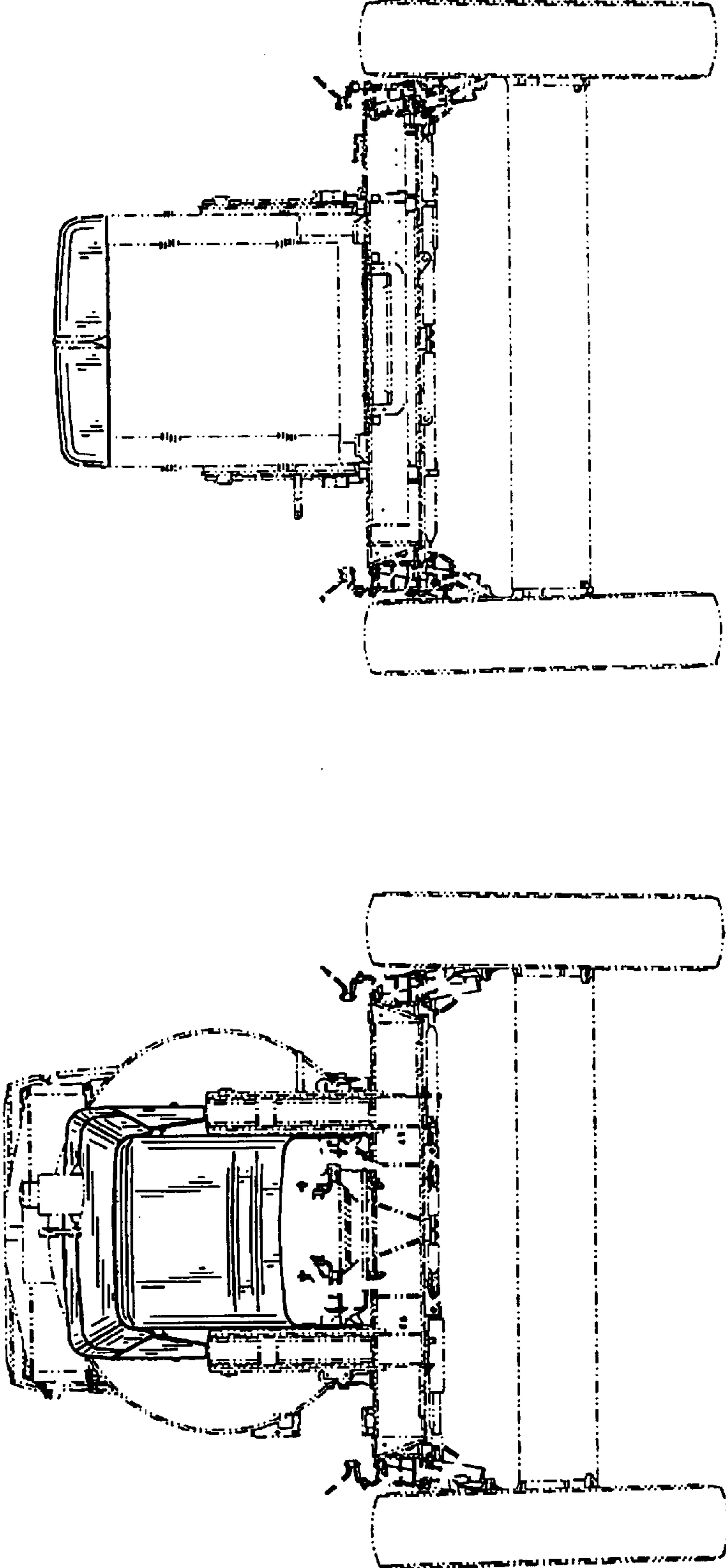


FIG. 6

FIG. 5

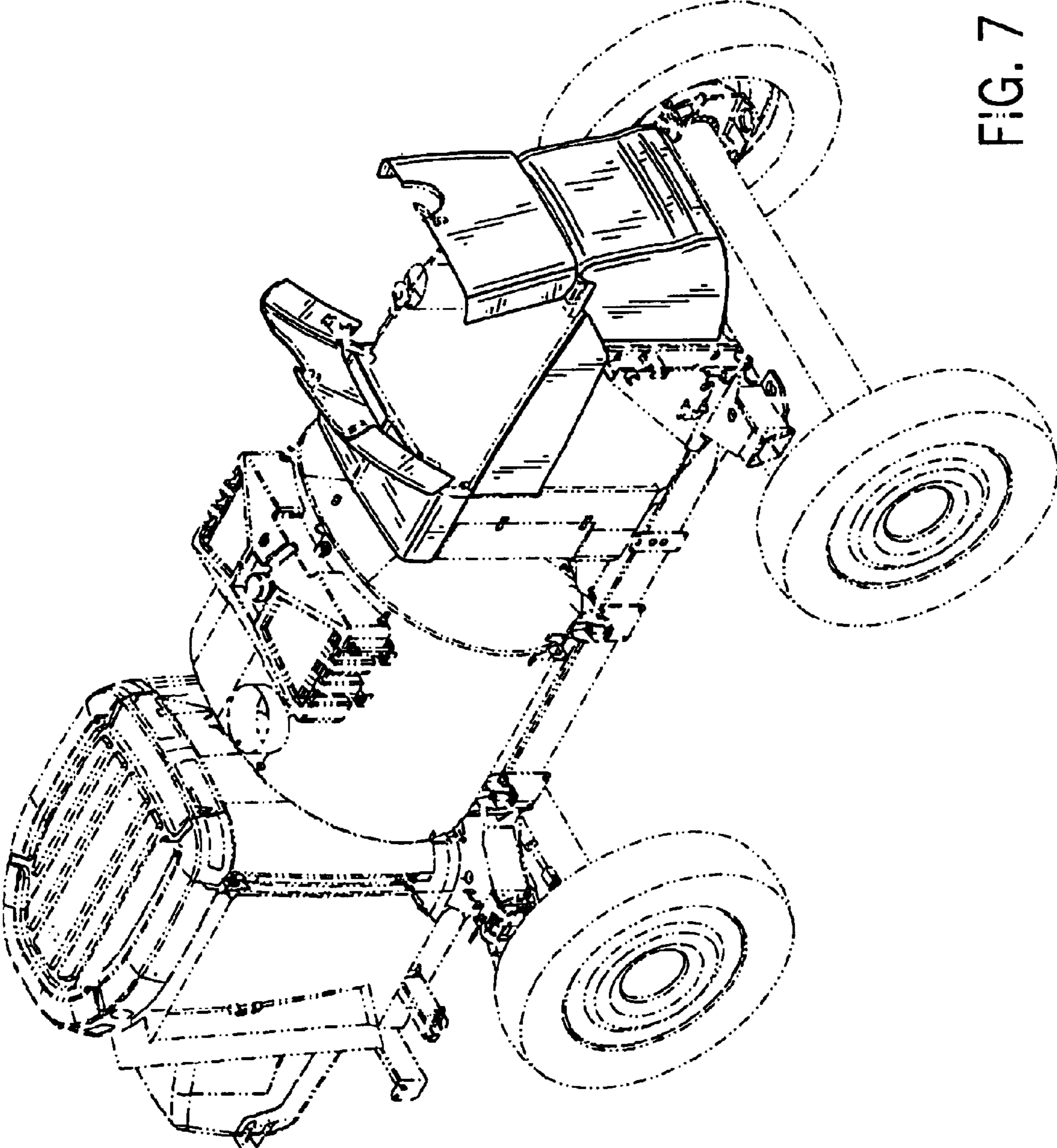


FIG. 7

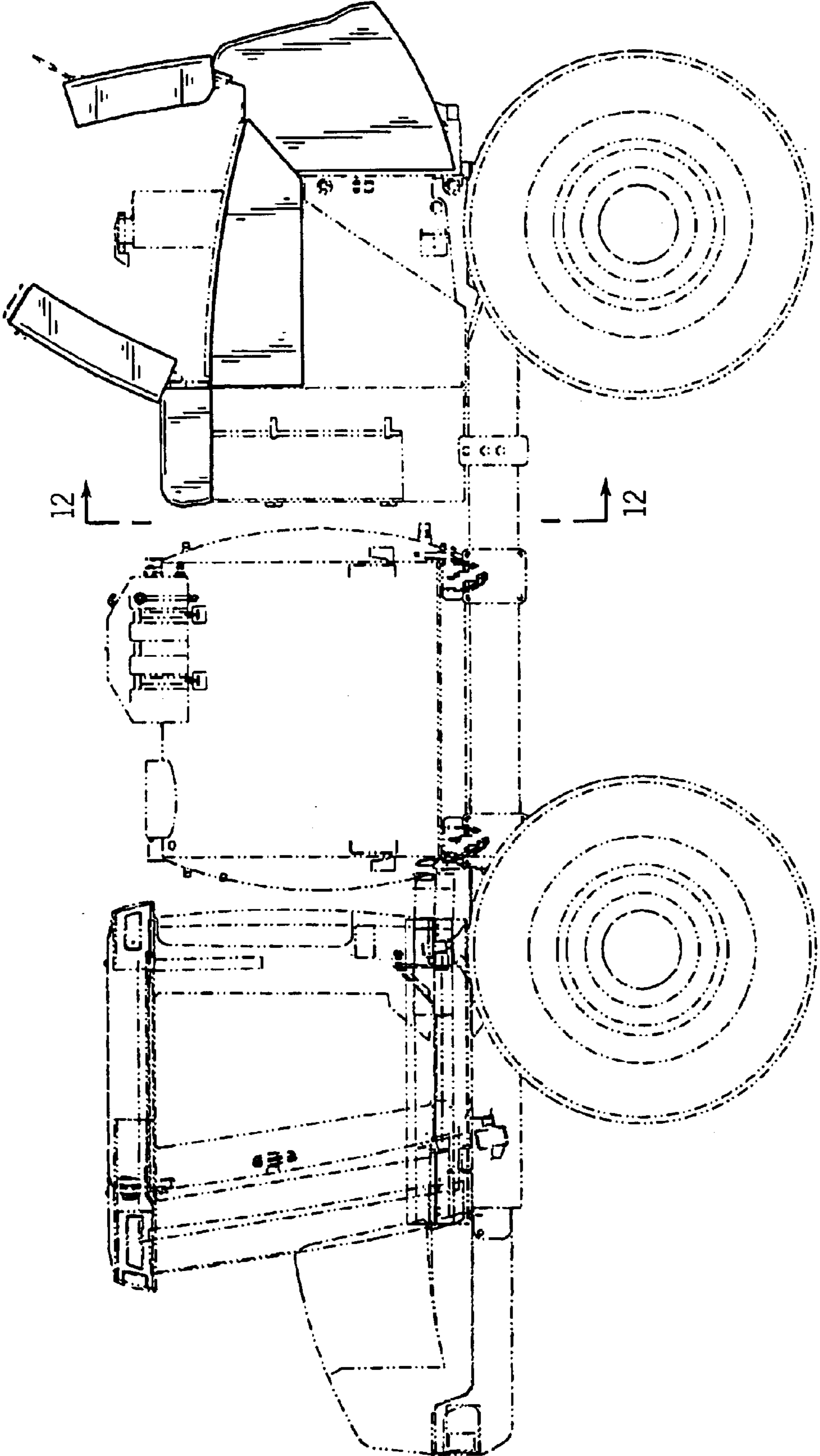


FIG. 8



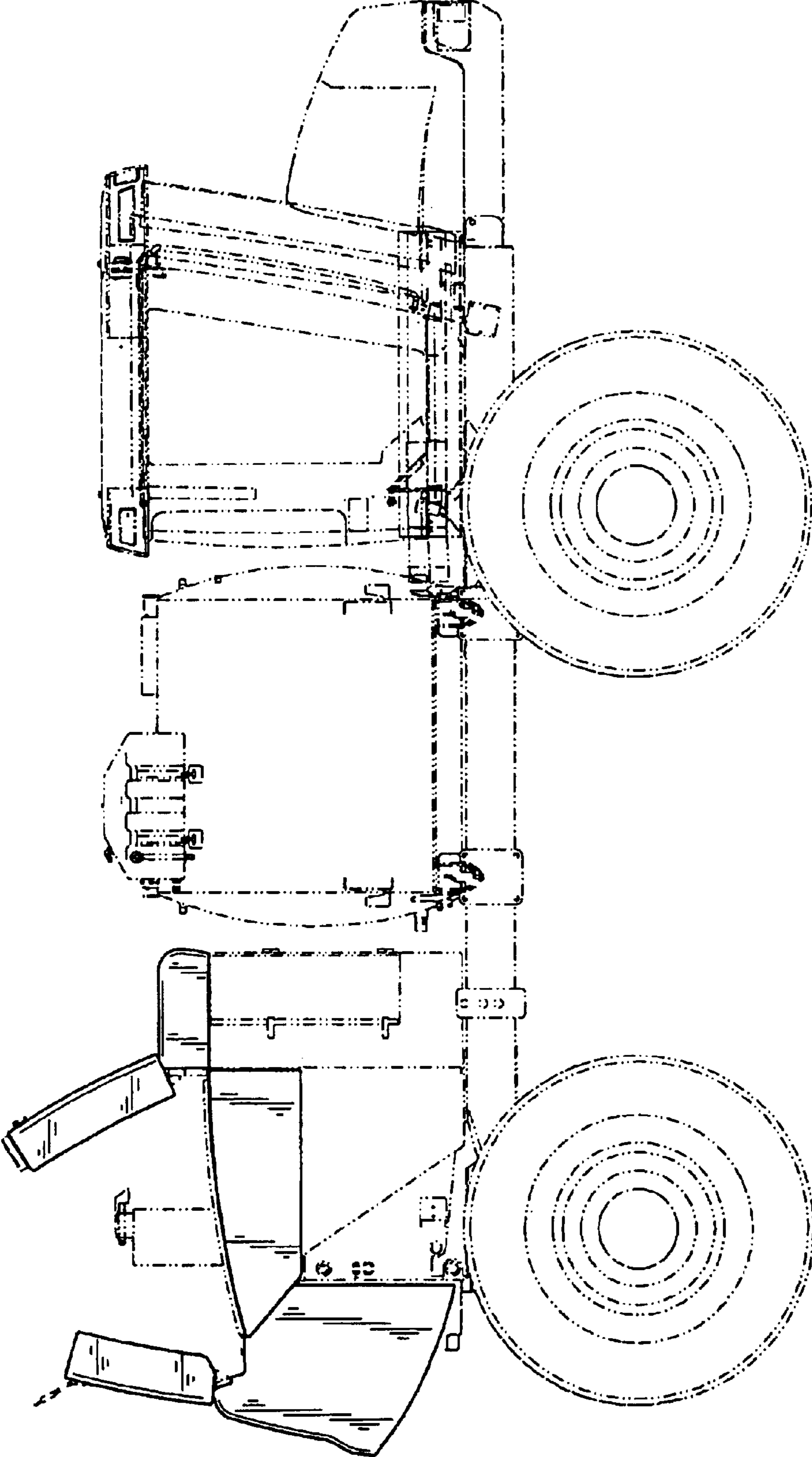


FIG. 9

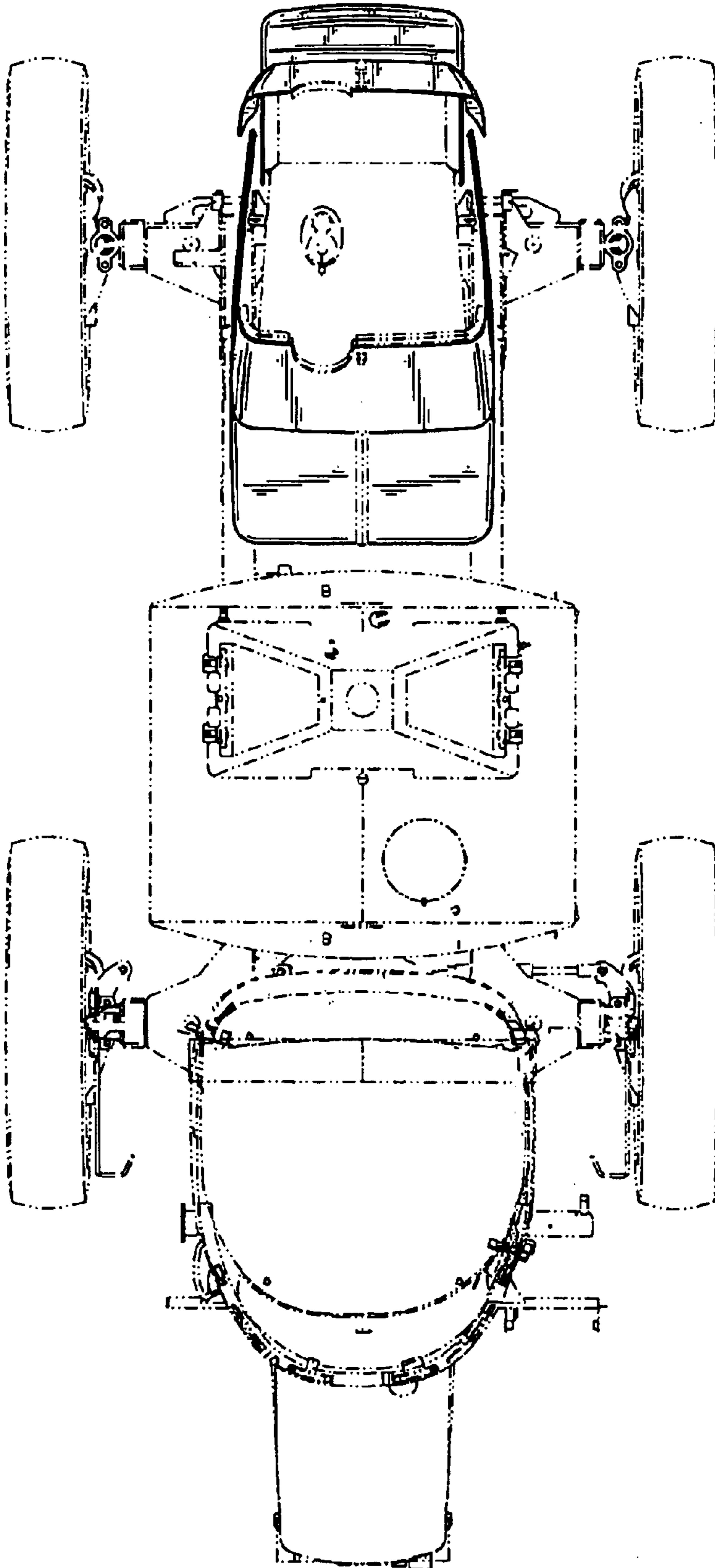


FIG. 10

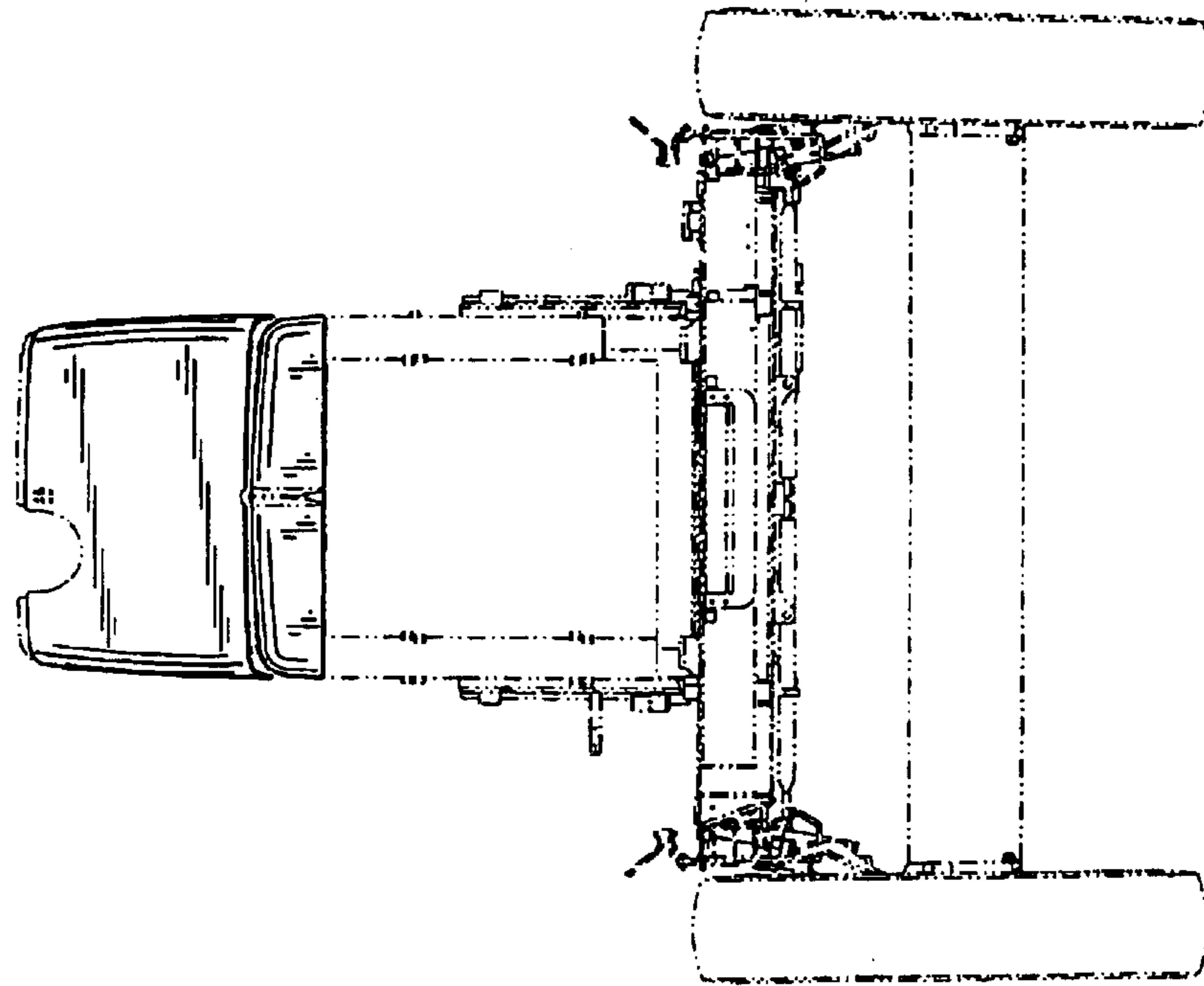


FIG. 12

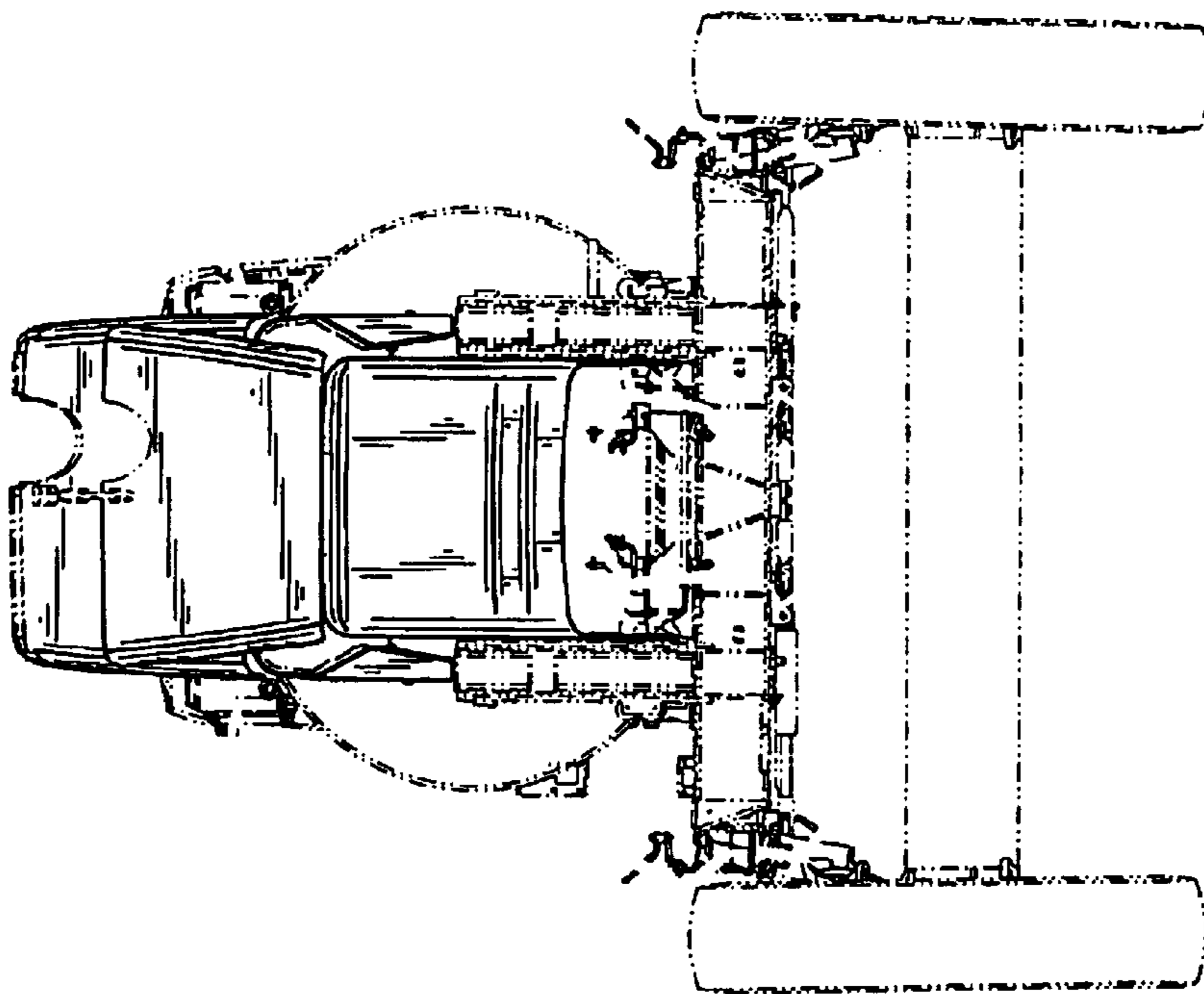


FIG. 11