



US00D547717S

(12) **United States Design Patent** (10) **Patent No.:** **US D547,717 S**
Yamane et al. (45) **Date of Patent:** **** Jul. 31, 2007**

(54) **AUTOMOBILE TIRE**

(75) Inventors: **Kenji Yamane**, Kanagawa (JP); **Koji Watanabe**, Kanagawa (JP); **Izumi Kuramochi**, Tokyo (JP); **Hiroshi Tokizaki**, Tokyo (JP)

(73) Assignee: **The Yokohama Rubber Co., Ltd.**, Tokyo (JP)

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

(21) Appl. No.: **29/225,738**

(22) Filed: **Mar. 21, 2005**

(30) **Foreign Application Priority Data**

Sep. 24, 2004 (JP) 2004-028823

(51) **LOC (8) Cl.** **12-15**

(52) **U.S. Cl.** **D12/585**

(58) **Field of Classification Search** D12/515, D12/516, 517, 518, 547, 548, 549, 550, 553, D12/582, 583, 584, 585, 588, 597, 603; 152/209.1, 152/209.8, 209.18, 209.25, 209.28
See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D309,883 S *	8/1990	Barnett	.....	D12/584
D332,767 S *	1/1993	Tsuda et al.	.....	D12/603
D344,477 S *	2/1994	Lardo	.....	D12/597
D379,785 S *	6/1997	Galante et al.	.....	D12/597
D380,711 S *	7/1997	McKisson	.....	D12/603
D384,615 S *	10/1997	Lim et al.	.....	D12/603
D447,448 S *	9/2001	Guspodin	.....	D12/603
D506,179 S *	6/2005	Iga et al.	.....	D12/585

OTHER PUBLICATIONS

Marshal Power Pace Tire, 2004 Tread Design Guide, Jan. 2004, p. 37. 2/1.□□.*

Merit Signet DH II Tire, 2004 Tread Design Guide, Jan. 2004, p. 40. 3/5.*

Monarch Ultra Trak Premium Tire, 2004 Tread Design Guide, Jan. 2004, p. 43. 2/5.*

Multi-Mile Grand Am LXE Tire, 2004 Tread Design Guide, Jan. 2004, p. 44. 3/2.*

National Ovation Tire, 2004 Tread Design Guide, Jan. 2004, p. 45. 1/5.*

Pirelli P6 Four Seasons Tire, 2004 Tread Design Guide, Jan. 2004, p. 48. 4/3.*

* cited by examiner

Primary Examiner—Robert M. Spear

(74) *Attorney, Agent, or Firm*—Greer, Burns & Crain, Ltd

(57) **CLAIM**

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

DESCRIPTION

FIG. 1 is a front view of the automobile tire, showing the new design, a top plan view, a bottom plan view and a rear view appearing the same as the front view;

FIG. 2 is a left side view of the automobile tire, a right side view appearing the same as the left side view;

FIG. 3 is a fragmentary front view, showing in enlargement the portion of 3—3 in FIG. 1;

FIG. 4 is a cross-sectional view, taken on line 4—4 and in the direction of arrows in FIG. 3; and,

FIG. 5 is a perspective view of the automobile tire.

The broken line showing of the tire sidewalls and inner beads indicates environmental structure only and forms no part of the claimed design.

1 Claim, 3 Drawing Sheets

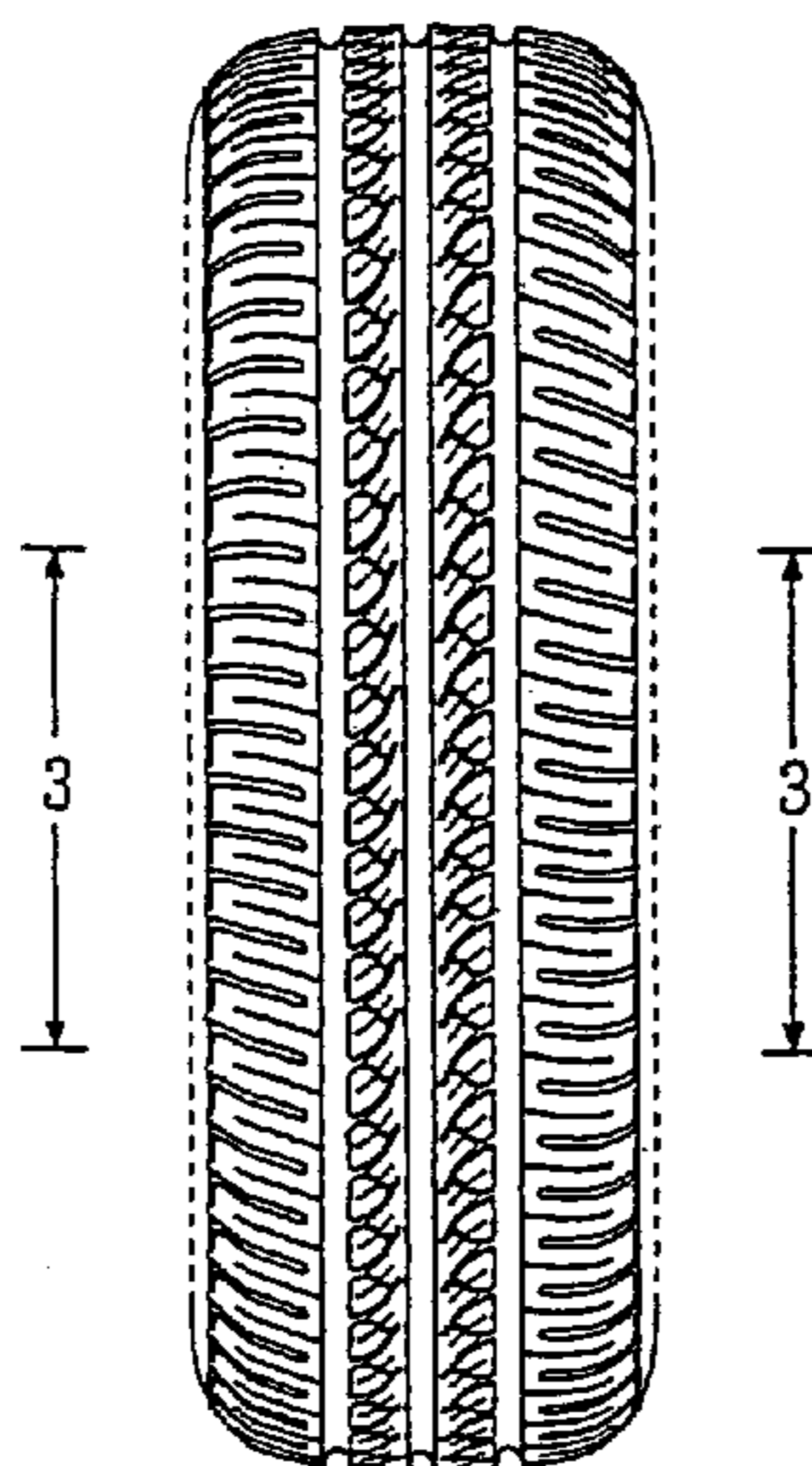


Fig.1

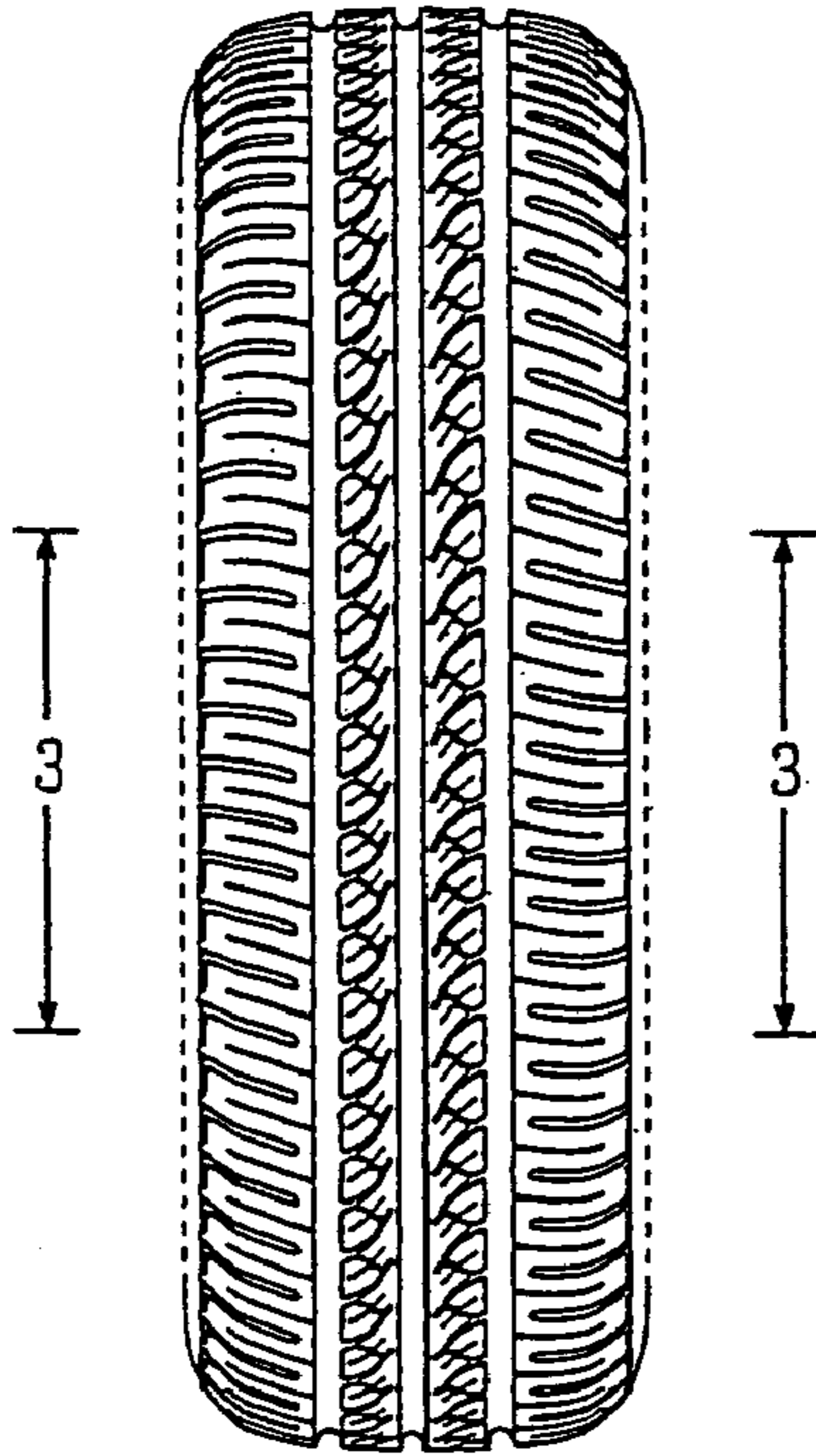


Fig.2

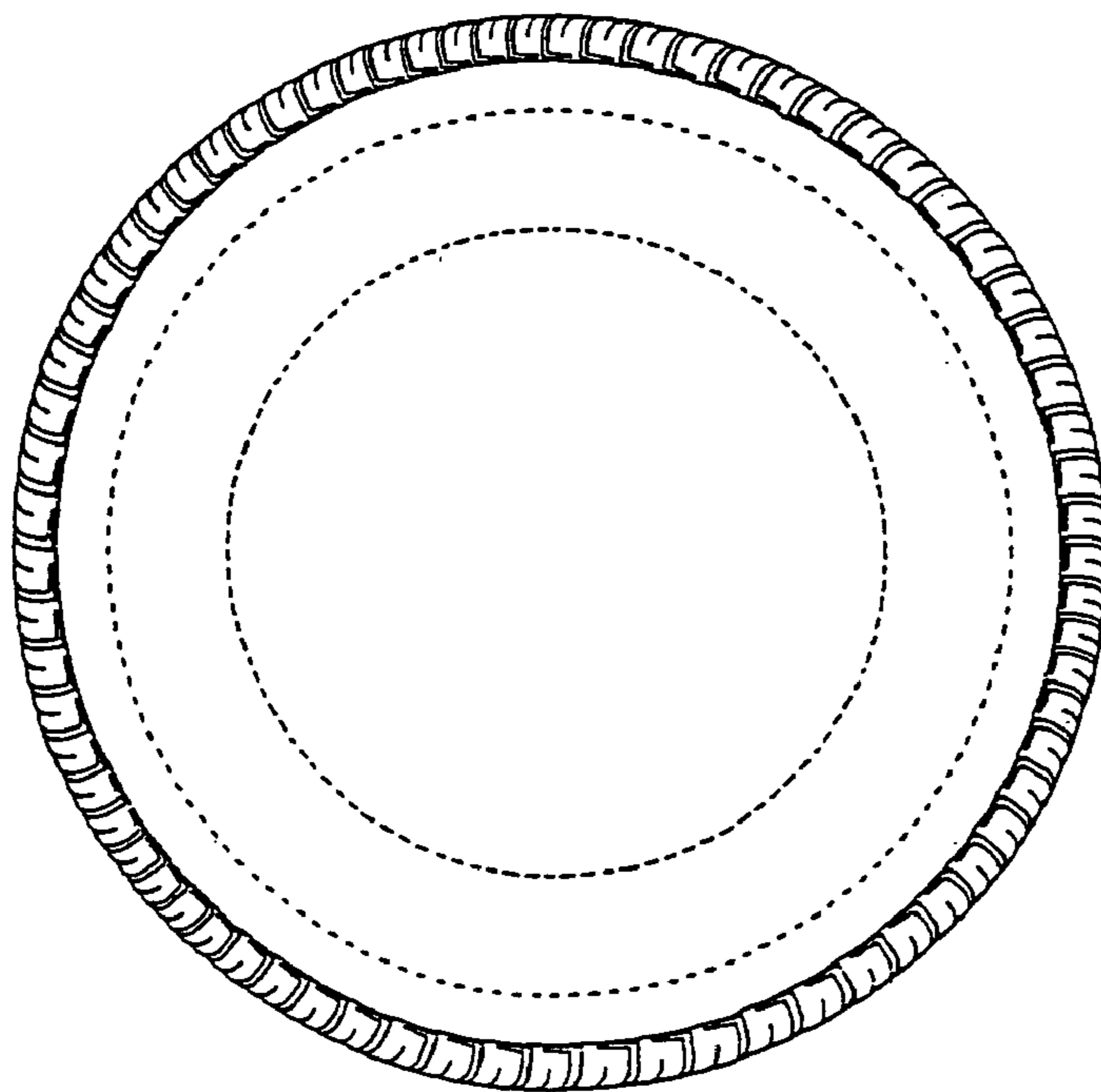


Fig.3

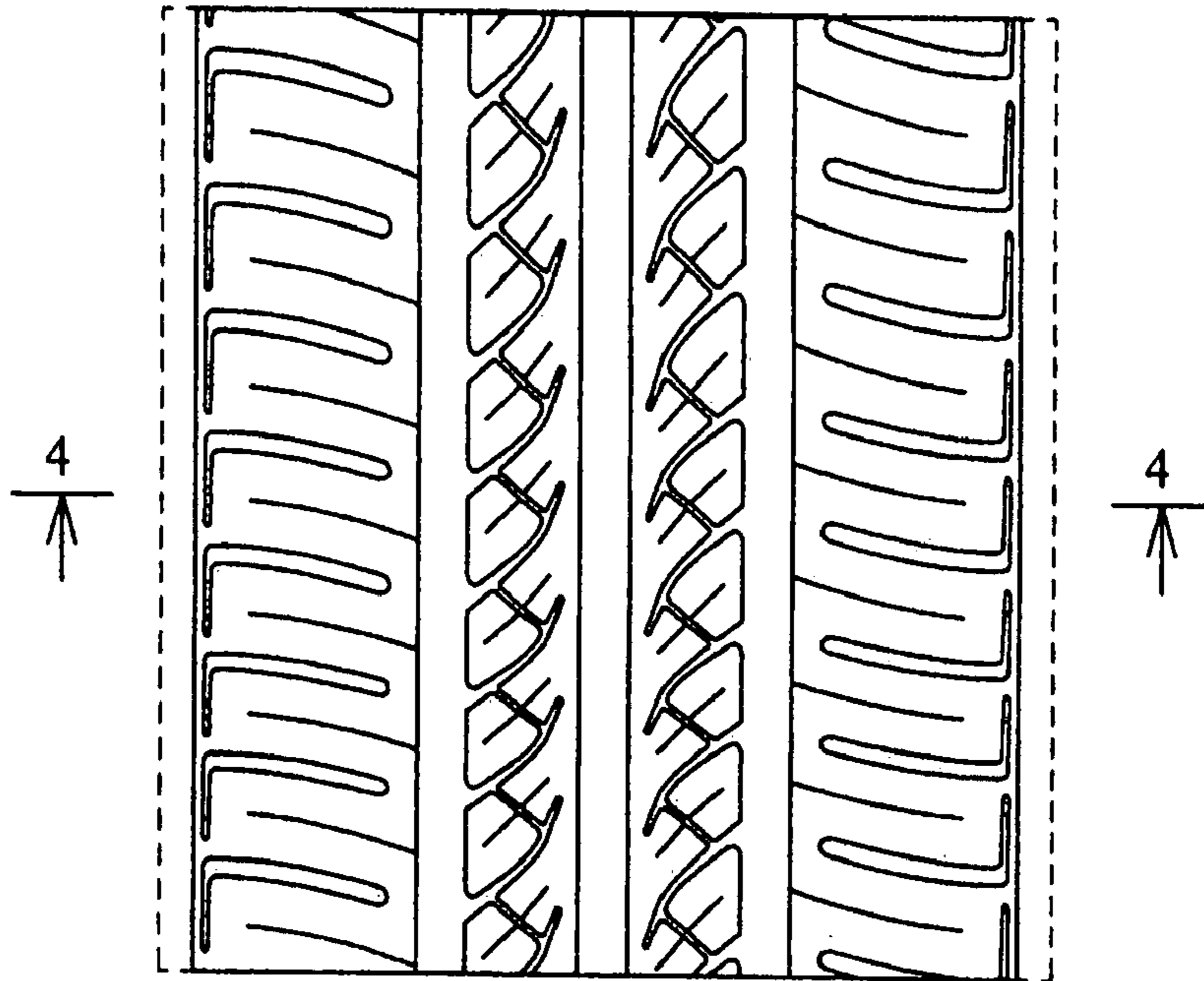


Fig.4

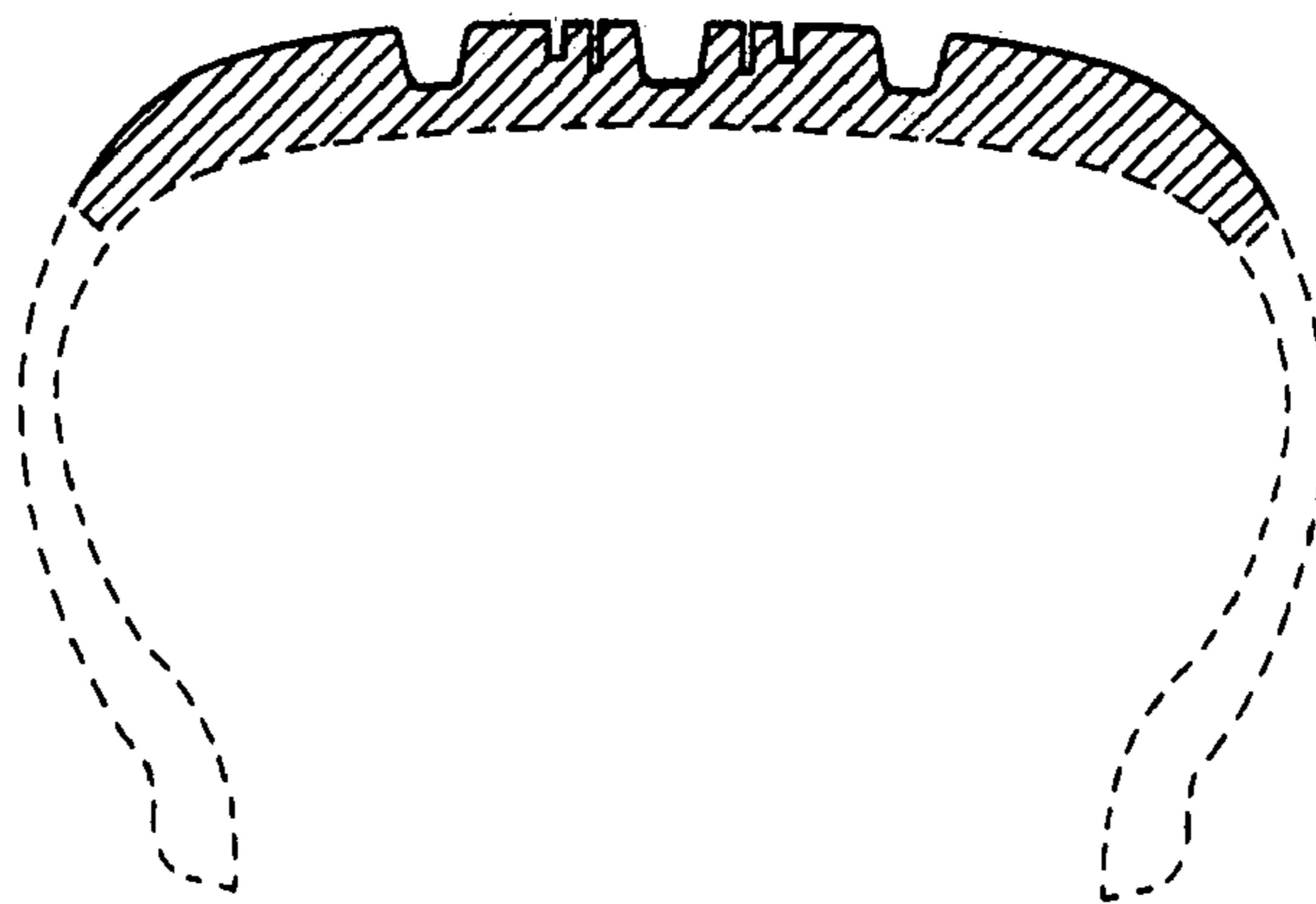


Fig.5

