



US00D557654S

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

(10) **Patent No.:** **US D557,654 S**
(45) **Date of Patent:** **** Dec. 18, 2007**

(54) **TREAD PORTION OF AN AUTOMOBILE TIRE**

JPO Design Division Document card No. HH10031472, disclosed on p. 93 of "Korean Design Gazette" (Apr. 24, 1997).

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* cited by examiner

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

(57) **CLAIM**

(21) Appl. No.: **29/259,680**

The ornamental design for a tread portion of an automobile tire, as shown and described.

(22) Filed: **May 15, 2006**

(30) **Foreign Application Priority Data**

DESCRIPTION

Nov. 15, 2005 (JP) 2005-033663

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

(52) **U.S. Cl.** **D12/579; D12/602; D12/900**

(58) **Field of Classification Search** D12/579,
D12/580, 596, 597, 602, 603, 900; 152/209.1,
152/209.9, 209.12, 902

FIG. 1 is a perspective view of tread portion of an automobile tire, it being understood that the tread pattern repeats uniformly throughout the circumference of the tire.

See application file for complete search history.

FIG. 2 is a front elevation view thereof. A top plan view, a bottom plan view, and a rear elevation view are identical with the front elevation view.

(56) **References Cited**

FIG. 3 is a left side elevation view thereof. A right side elevation view is identical with the left side elevation view.

U.S. PATENT DOCUMENTS

FIG. 4 is an enlarged fragmentary front view thereof; and, FIG. 5 is an enlarged cross-sectional view thereof taken along line 5-5 in FIG. 4.

- D457,128 S * 5/2002 Robert et al. D12/602
- D493,415 S * 7/2004 Noailly D12/579
- D512,370 S * 12/2005 Pang D12/579
- D531,571 S * 11/2006 Suzuki D12/579

The portion of the article shown in broken lines is for illustrative purpose only and forms no part of the claimed design.

OTHER PUBLICATIONS

Ohtsu GI-368 Tire, 2006 Tread Assistant Computerized Tread Design Guide. TA ID: 19425.*

1 Claim, 5 Drawing Sheets

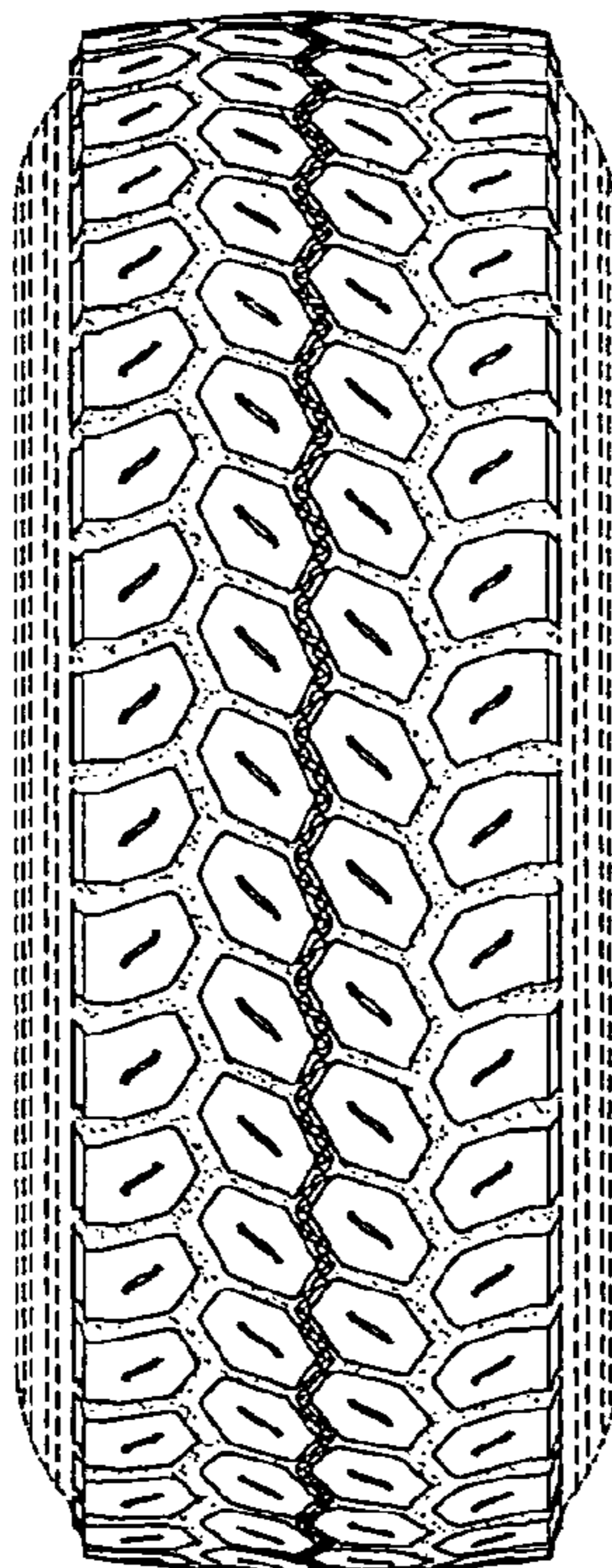


FIG. 1

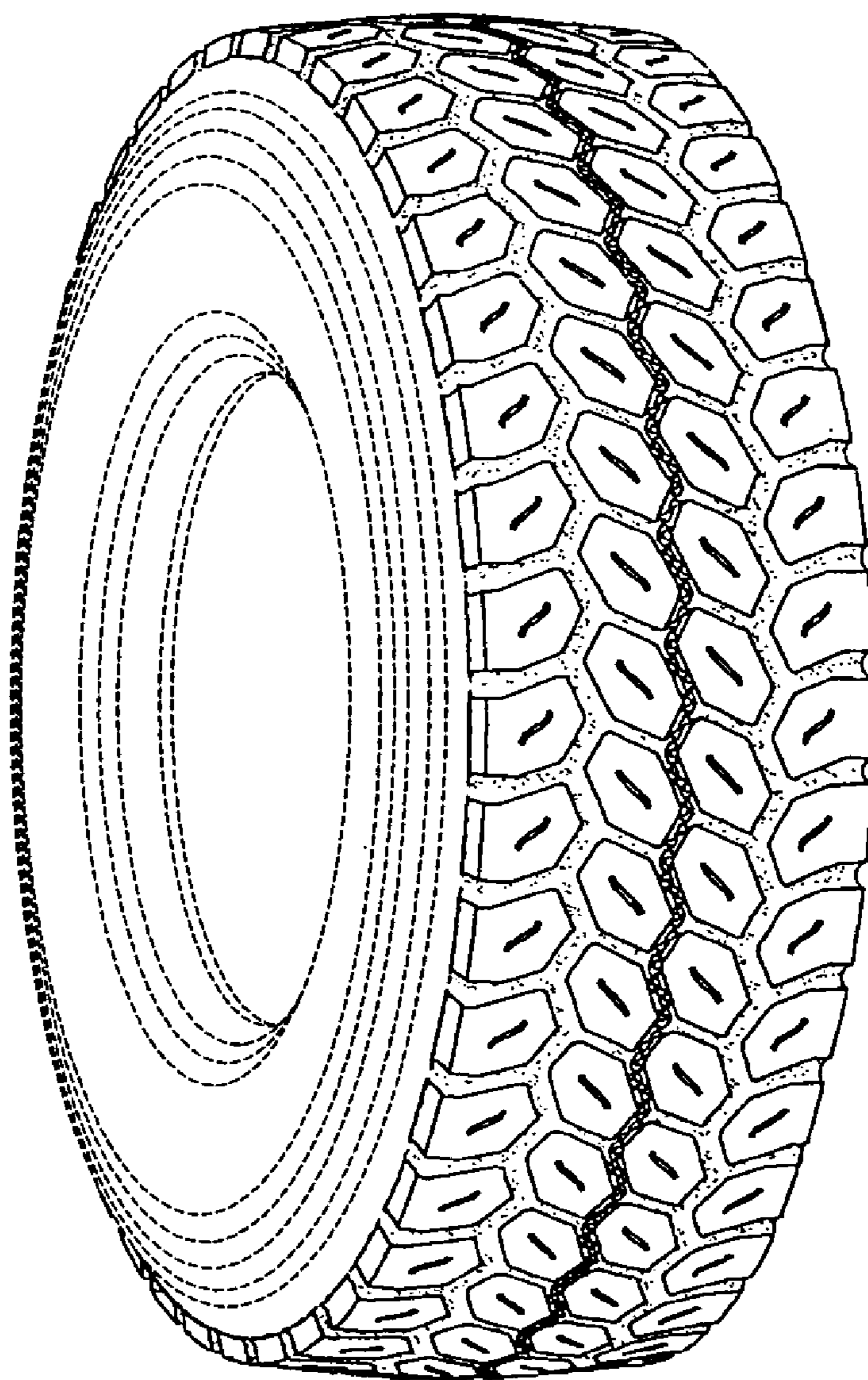


FIG. 2

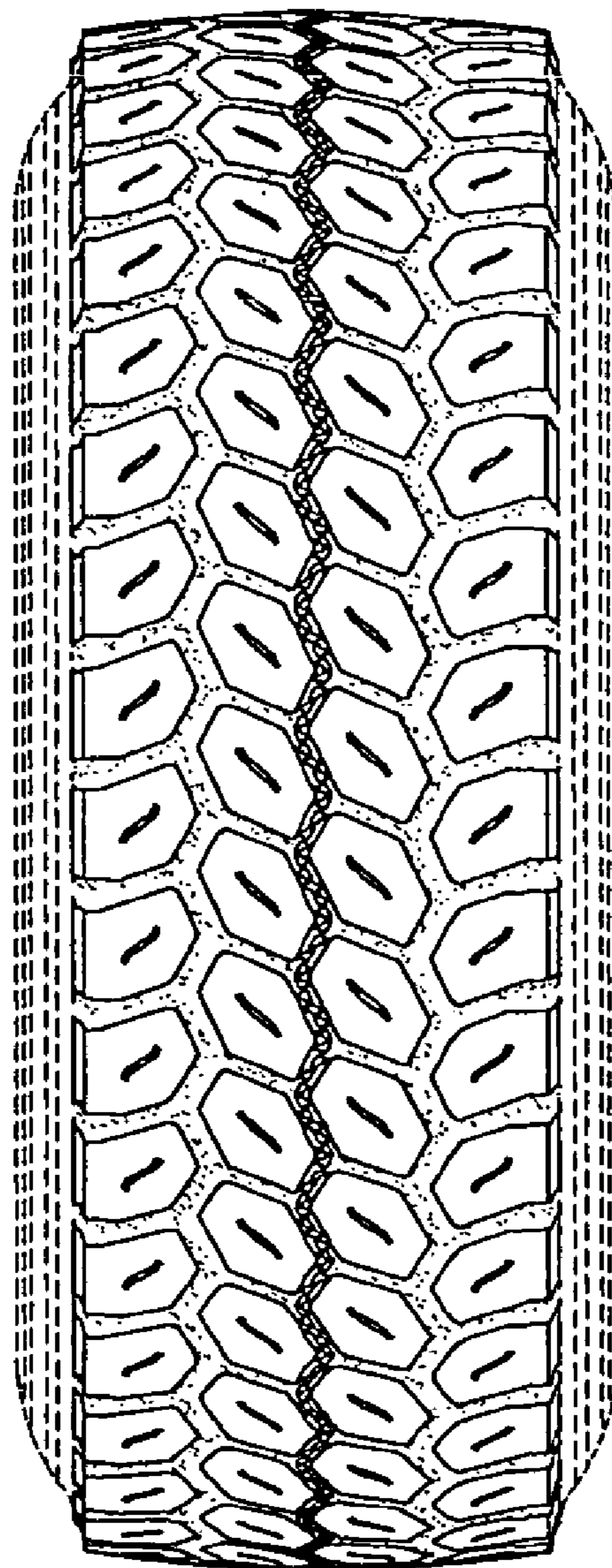


FIG. 3

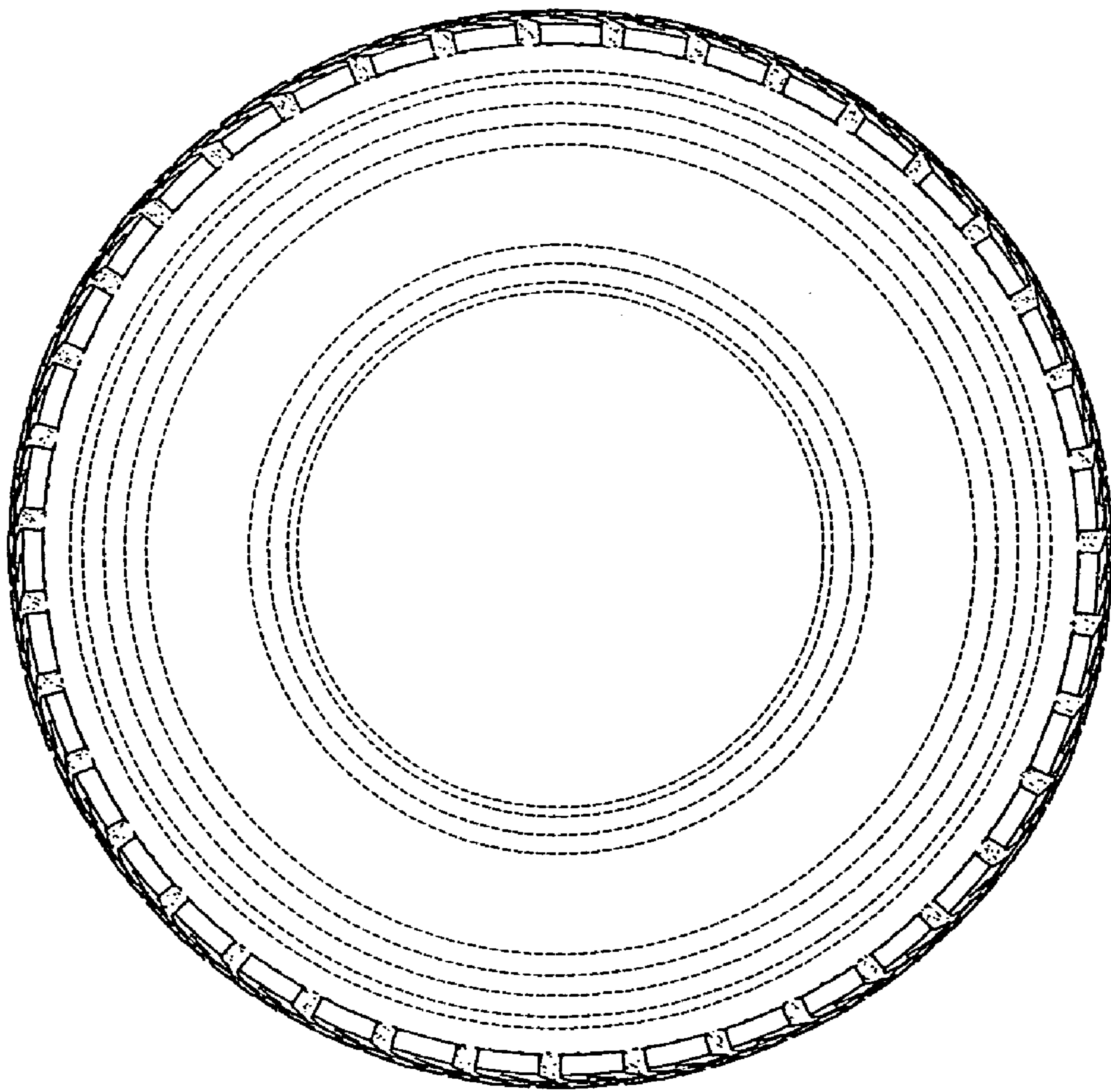


FIG. 4

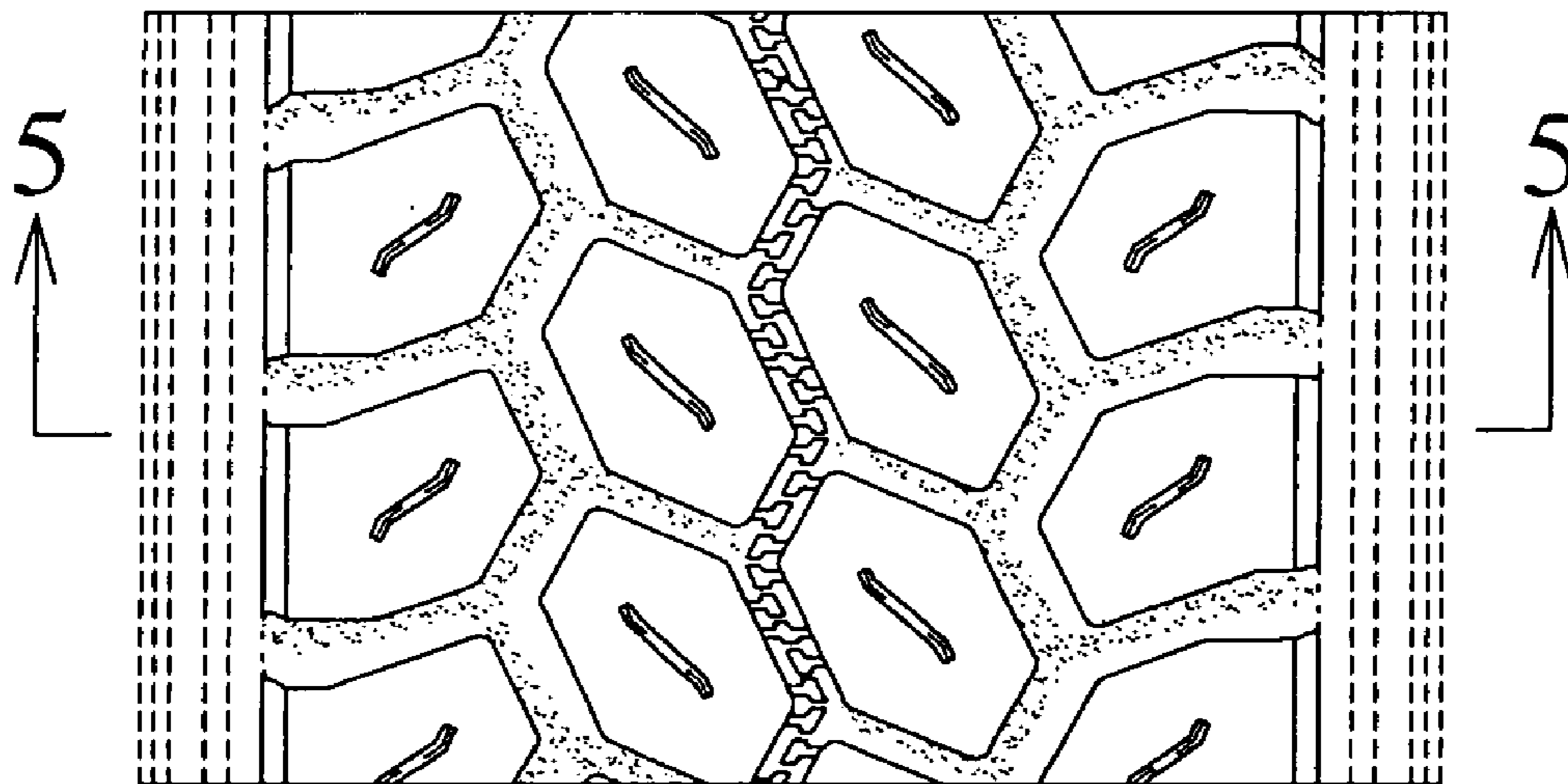


FIG. 5

