



US00D571713S

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

(10) **Patent No.:** **US D571,713 S**
(45) **Date of Patent:** **** Jun. 24, 2008**

(54) **TIRE**

(75) Inventors: **Christophe Rodicq**,
Thionville-Vermerange (FR); **Alain**
Julien Freylinger, Oberpallen (LU);
Hermanus Joannes Andries Vereecken,
Bissen (LU)

(73) Assignee: **The Goodyear Tire & Rubber**
Company, Akron, OH (US)

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

(21) Appl. No.: **29/299,173**

(22) Filed: **Dec. 20, 2007**

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

(52) **U.S. Cl.** **D12/579**

(58) **Field of Classification Search** D12/512,
D12/535-536, 544, 564-565, 571, 579-580,
D12/585, 597, 600-603, 594; 152/209.1,
152/209.8-209.18, 209.25-209.28, 455
See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D274,232 S *	6/1984	Kohno et al.	D12/594
D303,779 S	10/1989	Bonko	D12/151
D304,320 S	10/1989	Bonko	D12/146
D309,125 S	7/1990	Bonko et al.	D12/151
D363,907 S	11/1995	Bonko	D12/151
D377,923 S	2/1997	Bonko	D12/147
D385,239 S	10/1997	Bonko	D12/146
D388,032 S	12/1997	Bonko	D12/146
D388,844 S	1/1998	Bonko	D12/146
D405,404 S	2/1999	Bonko	D12/147
D410,873 S	6/1999	Bonko	D12/151
D412,687 S *	8/1999	Ratliff, Jr.	D12/512
D413,287 S *	8/1999	Brown et al.	D12/579
D413,288 S *	8/1999	Brown et al.	D12/579
D415,722 S	10/1999	Weed et al.	D12/147
D431,214 S *	9/2000	Allison	D12/544

D446,479 S	8/2001	Bonko	D12/147
D487,055 S *	2/2004	Rooney et al.	D12/579
D487,056 S *	2/2004	Rooney et al.	D12/579
D487,057 S *	2/2004	Rooney et al.	D12/579
D496,328 S *	9/2004	Shondel et al.	D12/579
D511,738 S *	11/2005	Maxwell	D12/544
D544,830 S *	6/2007	Umstot et al.	D12/579
D556,672 S *	12/2007	Umstot et al.	D12/579

* cited by examiner

Primary Examiner—Stacia Cadmus

(74) *Attorney, Agent, or Firm*—Richard B. O’Planick

(57) **CLAIM**

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

DESCRIPTION

FIG. 1 is a perspective view of a tire showing our new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread;

FIG. 2 is a front elevational view thereof;

FIG. 3 is a right side elevational view thereof; the opposite side elevational view being identical thereto;

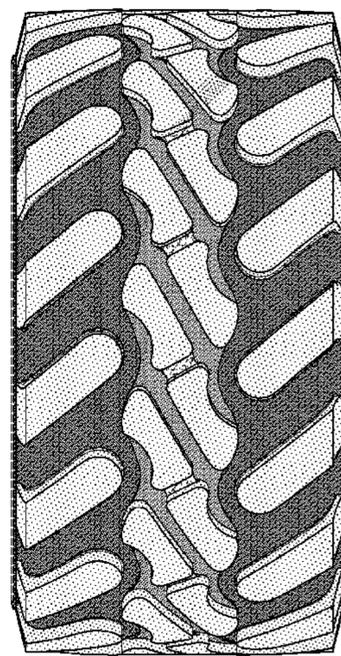
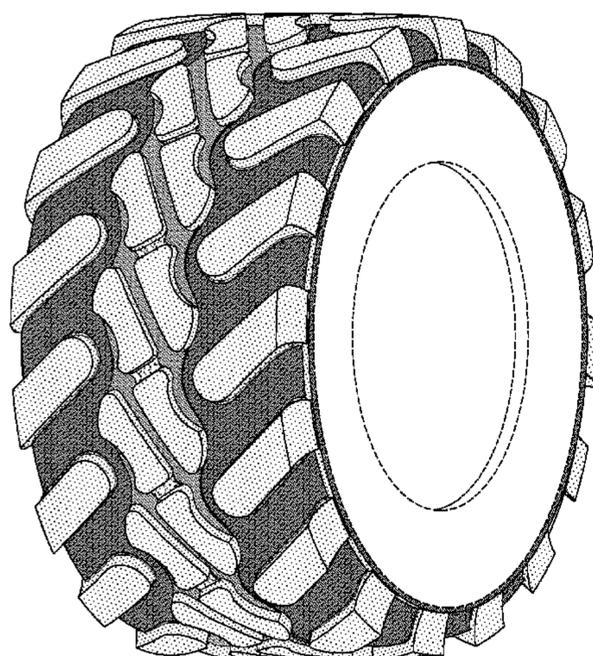
FIG. 4 is an enlarged fragmentary front elevational view thereof;

FIG. 5 is a perspective view of a second embodiment of a tire showing our new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread and that the opposite side perspective view is identical thereto; and,

FIG. 6 is a front elevational view of a second embodiment, it being understood that an enlarged fragmentary view thereof would be substantially identical to that shown in FIG. 4, with the exception of the inclusion of the sidewall in solid lines.

In the drawings the broken lines defining the sidewall, inner bead and the peripheral boundary between the tire tread and the sidewall in FIGS. 1 through 4 are for illustrative purposes only and form no part of the claimed design.

1 Claim, 6 Drawing Sheets



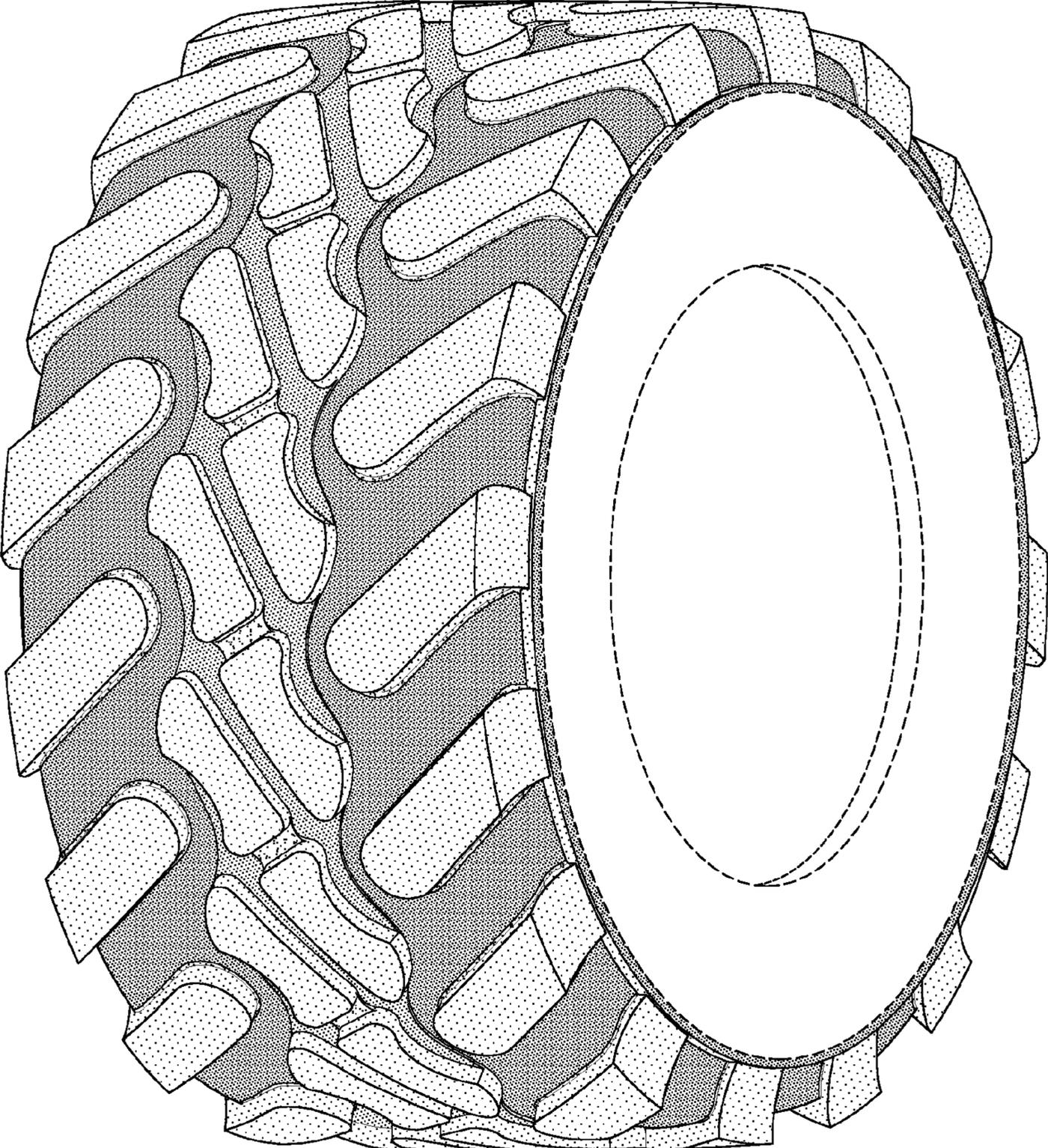


FIG-1

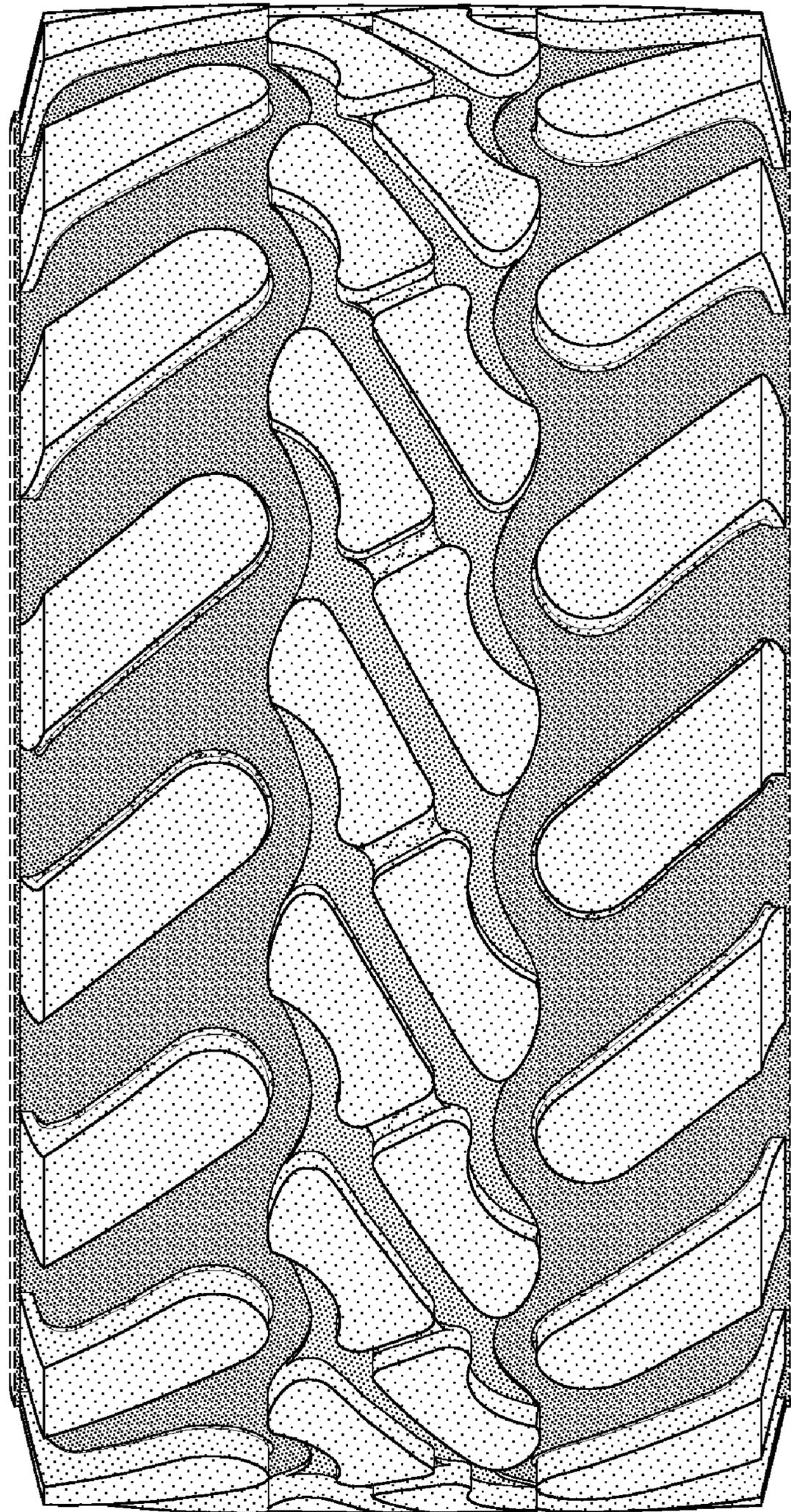


FIG-2

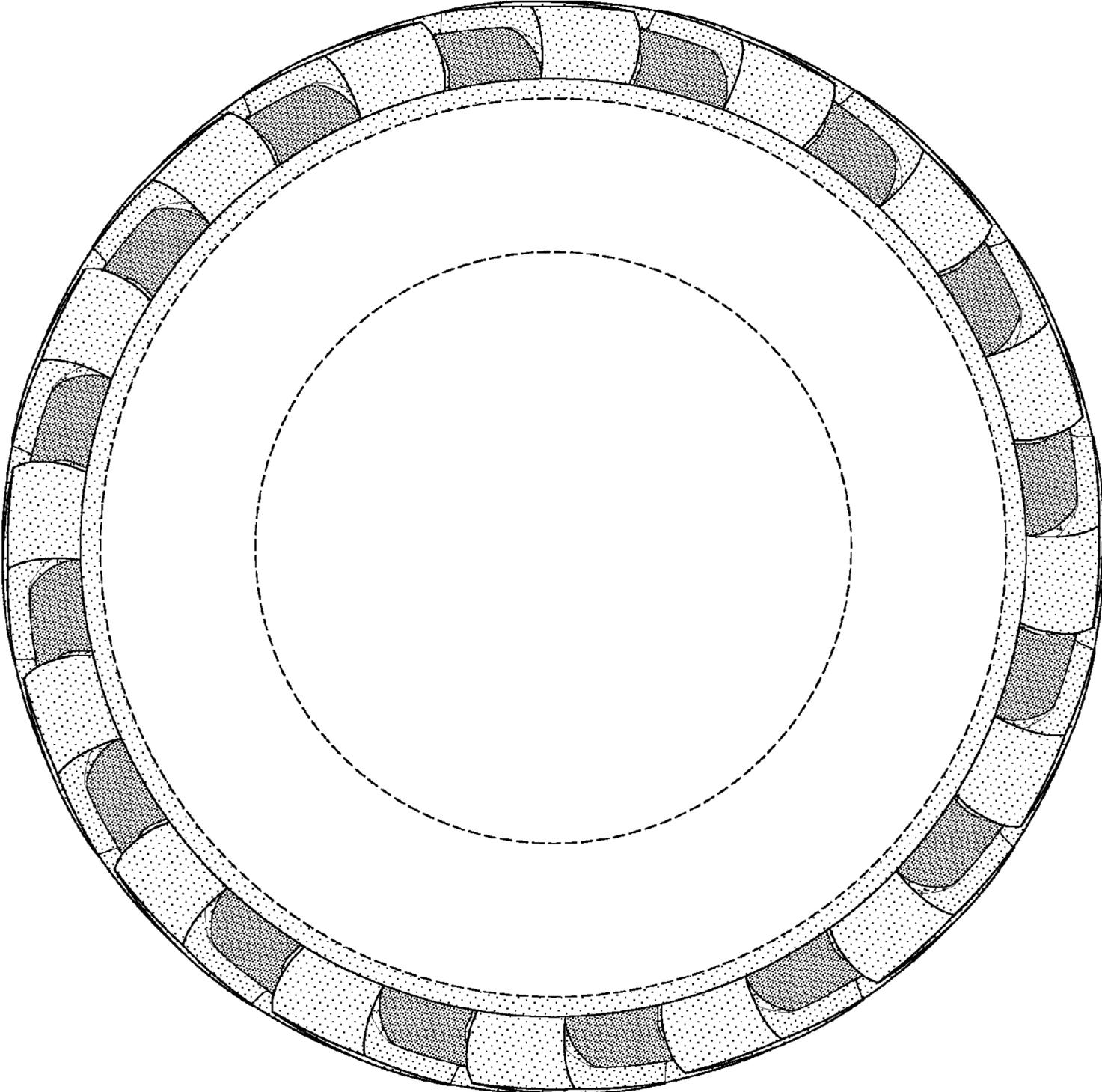


FIG-3

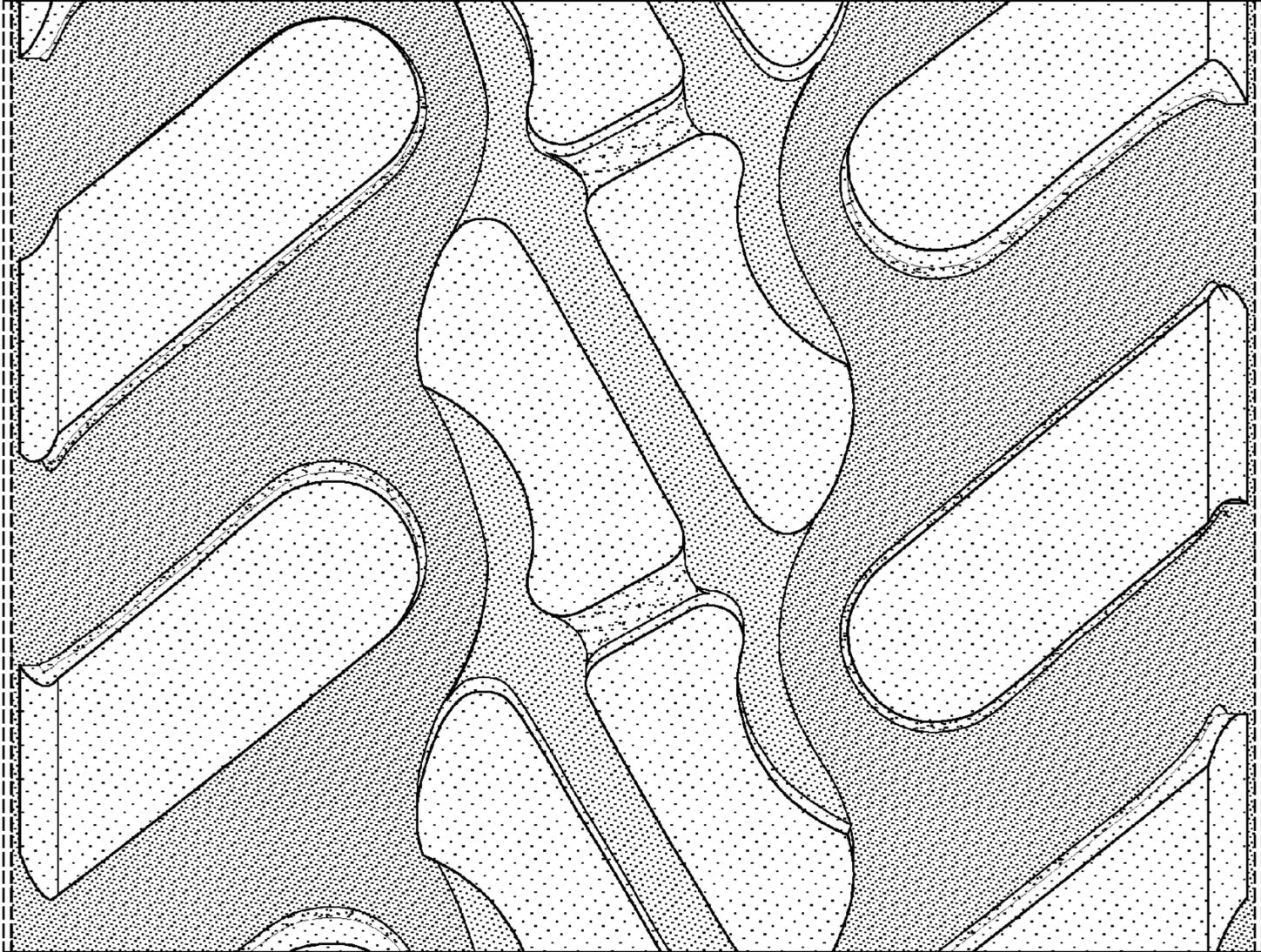


FIG-4

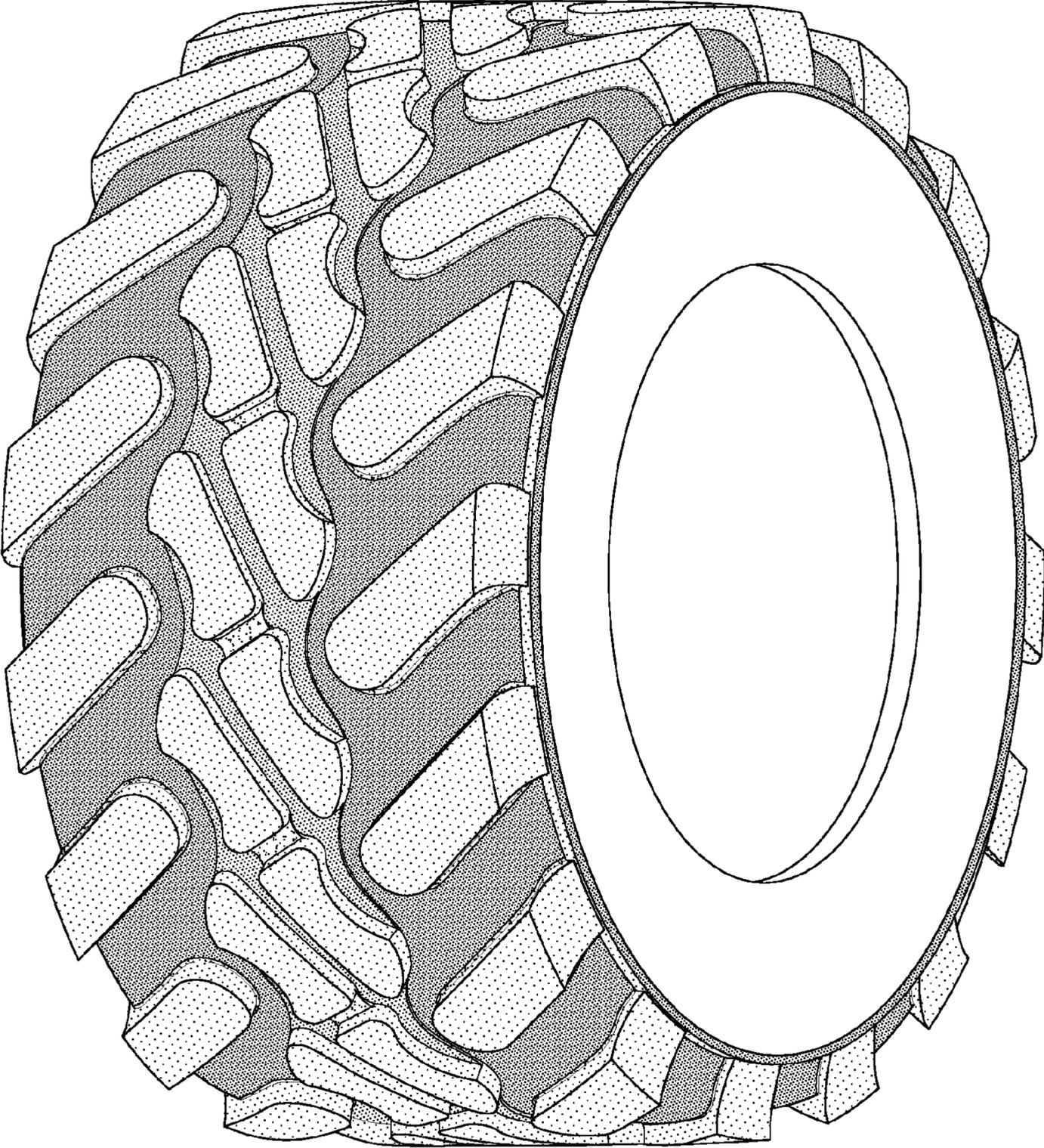


FIG-5

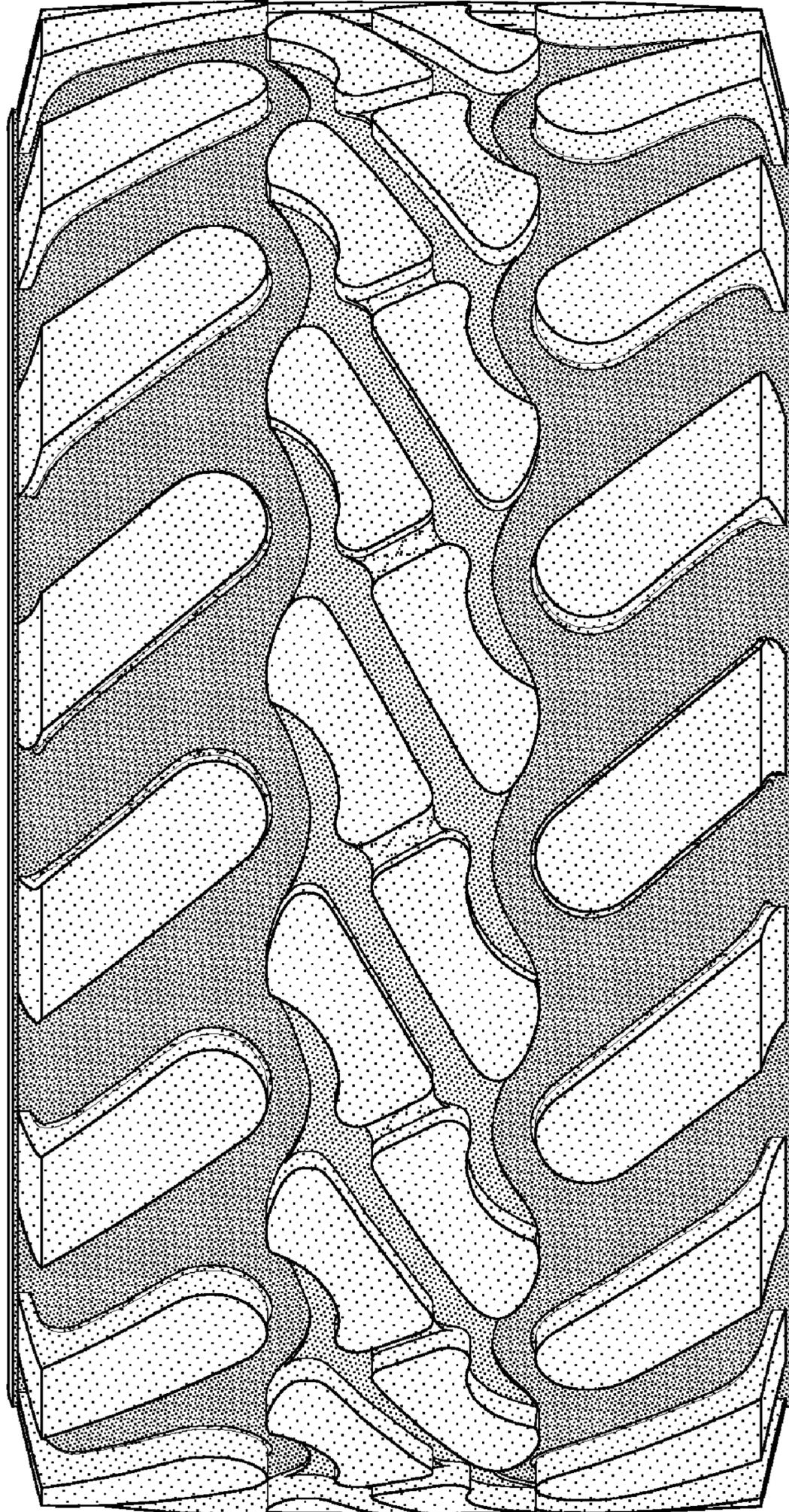


FIG-6