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

(10) **Patent No.:** **US D577,932 S**
(45) **Date of Patent:** **** Oct. 7, 2008**

- (54) **SEAT FRAME**
- (75) Inventor: **Nikki Vestweber**, Manhattan, KS (US)
- (73) Assignee: **Cushion Seats, Inc.**, Manhattan, KS (US)
- (**) Term: **14 Years**
- (21) Appl. No.: **29/298,044**
- (22) Filed: **Nov. 27, 2007**

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Primary Examiner—Sandra Snapp
(74) *Attorney, Agent, or Firm*—McAndrews, Held & Malloy, Ltd.

Related U.S. Application Data

- (63) Continuation of application No. 29/234,933, filed on Jul. 25, 2005, now Pat. No. Des. 555,947.

- (51) **LOC (8) Cl.** **06-01**
- (52) **U.S. Cl.** **D6/500**
- (58) **Field of Classification Search** D6/349–355, D6/363–364, 484, 495, 500–502, 335, 458, D6/487, 511; 297/195.1, 195.11, 16.1, 118, 297/16.2, 175, 187, 462, 215.16, 219.11, 297/423.1, 423.39, 423.41, 423.43, 461; 108/53.3, 115, 150; 248/325, 250; 211/119.003, 211/134, 153; D8/381
See application file for complete search history.

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(57) **CLAIM**

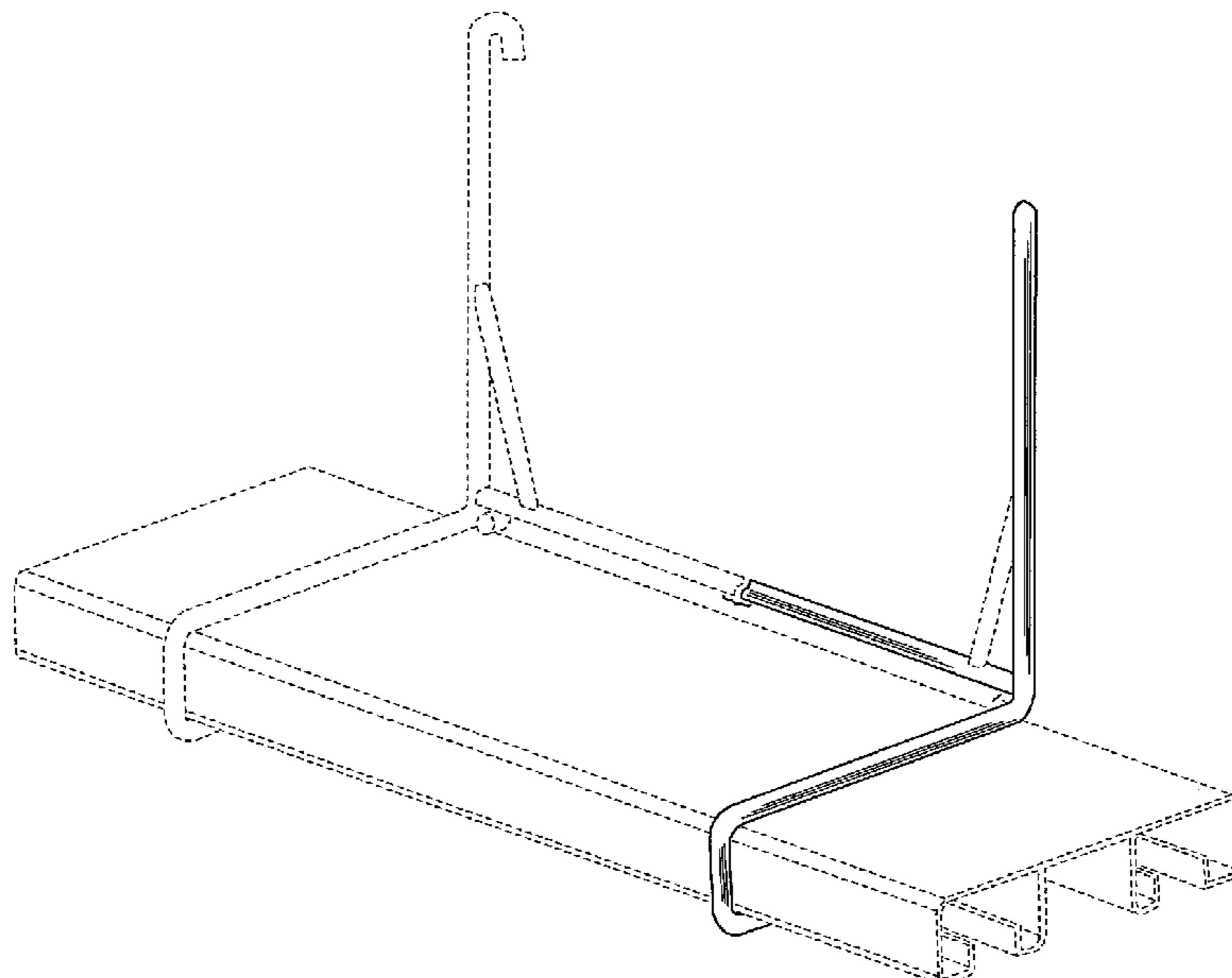
The ornamental design for a seat frame, as substantially shown and described.

DESCRIPTION

FIG. 1 is a perspective view of a first embodiment of a seat frame showing my new design;
 FIG. 2 is a right side elevation view thereof;
 FIG. 3 is a left side elevation view thereof;
 FIG. 4 is a top plan view thereof;
 FIG. 5 is a front side elevation view thereof;
 FIG. 6 is a perspective view of a second embodiment thereof;
 FIG. 7 is a right side elevation view thereof;
 FIG. 8 is a left side elevation view thereof;
 FIG. 9 is a top plan view thereof; and,
 FIG. 10 is a front side elevation view thereof.

The broken lines in the drawings, indicating that no particular shape of the broken line subject matter is being claimed, represent environmental subject matter and form no part of the claimed design. The pairs of adjacently spaced jagged, broken away portions indicate indeterminate length.

1 Claim, 6 Drawing Sheets



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Fig. 1

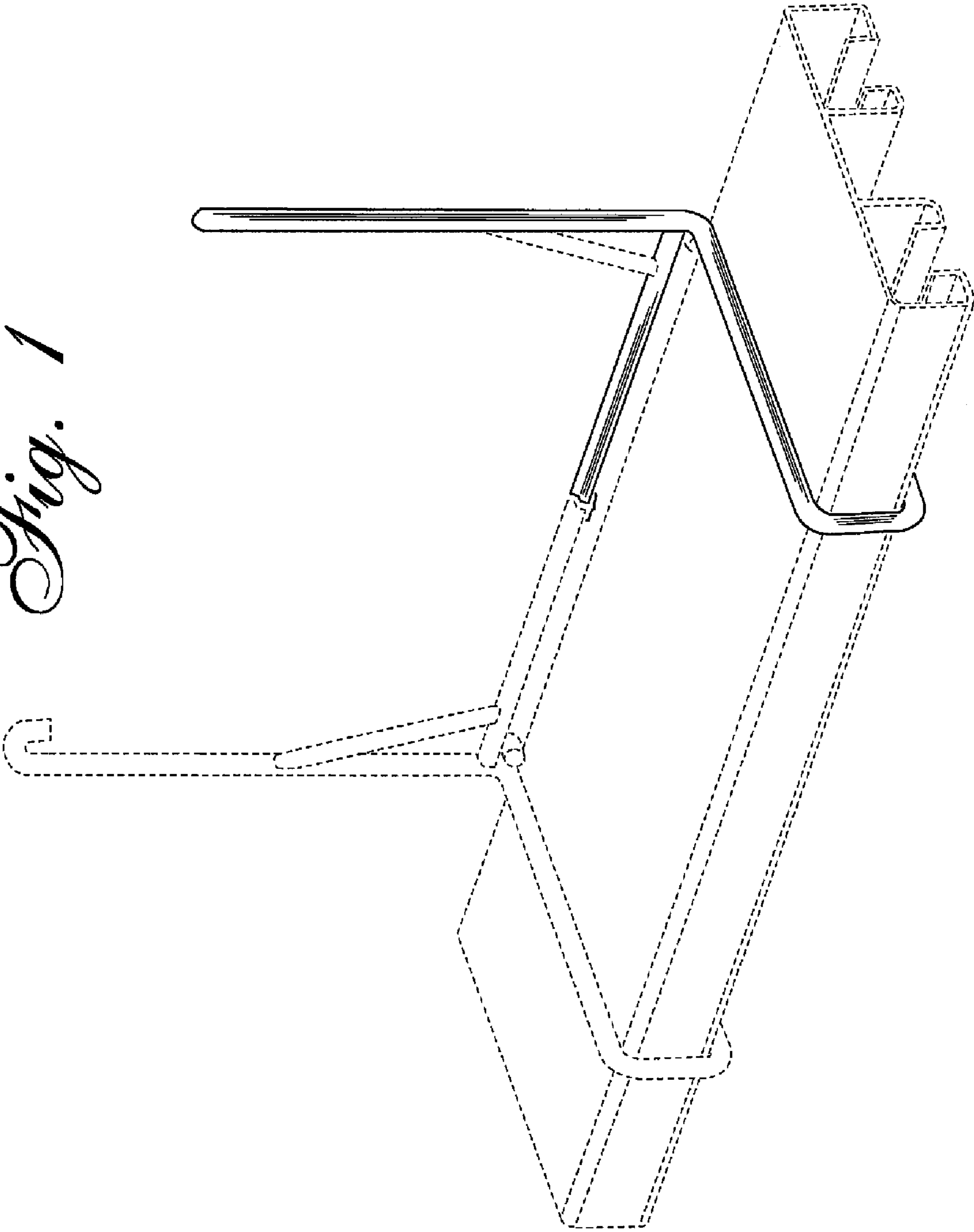


Fig. 3

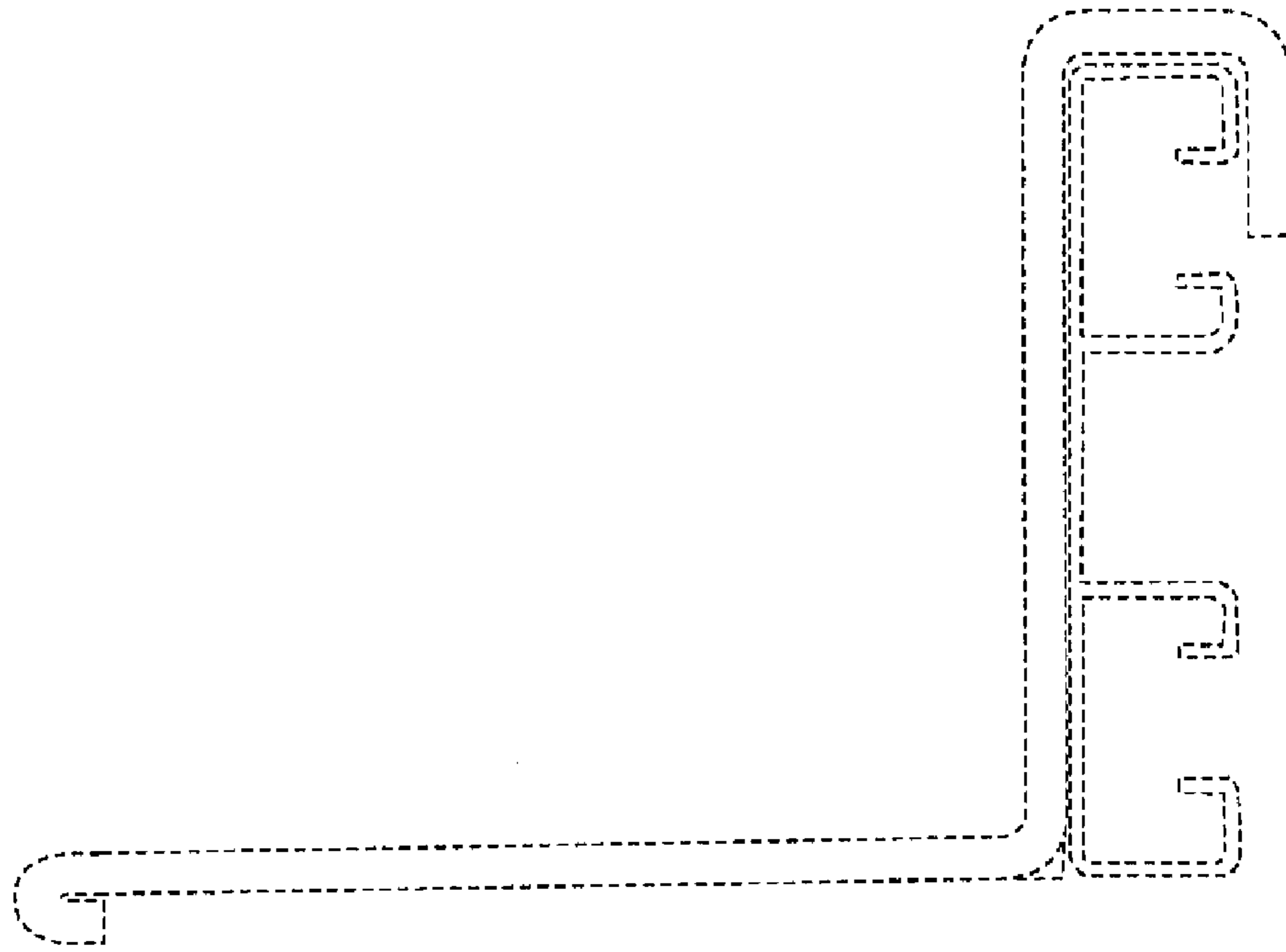


Fig. 2

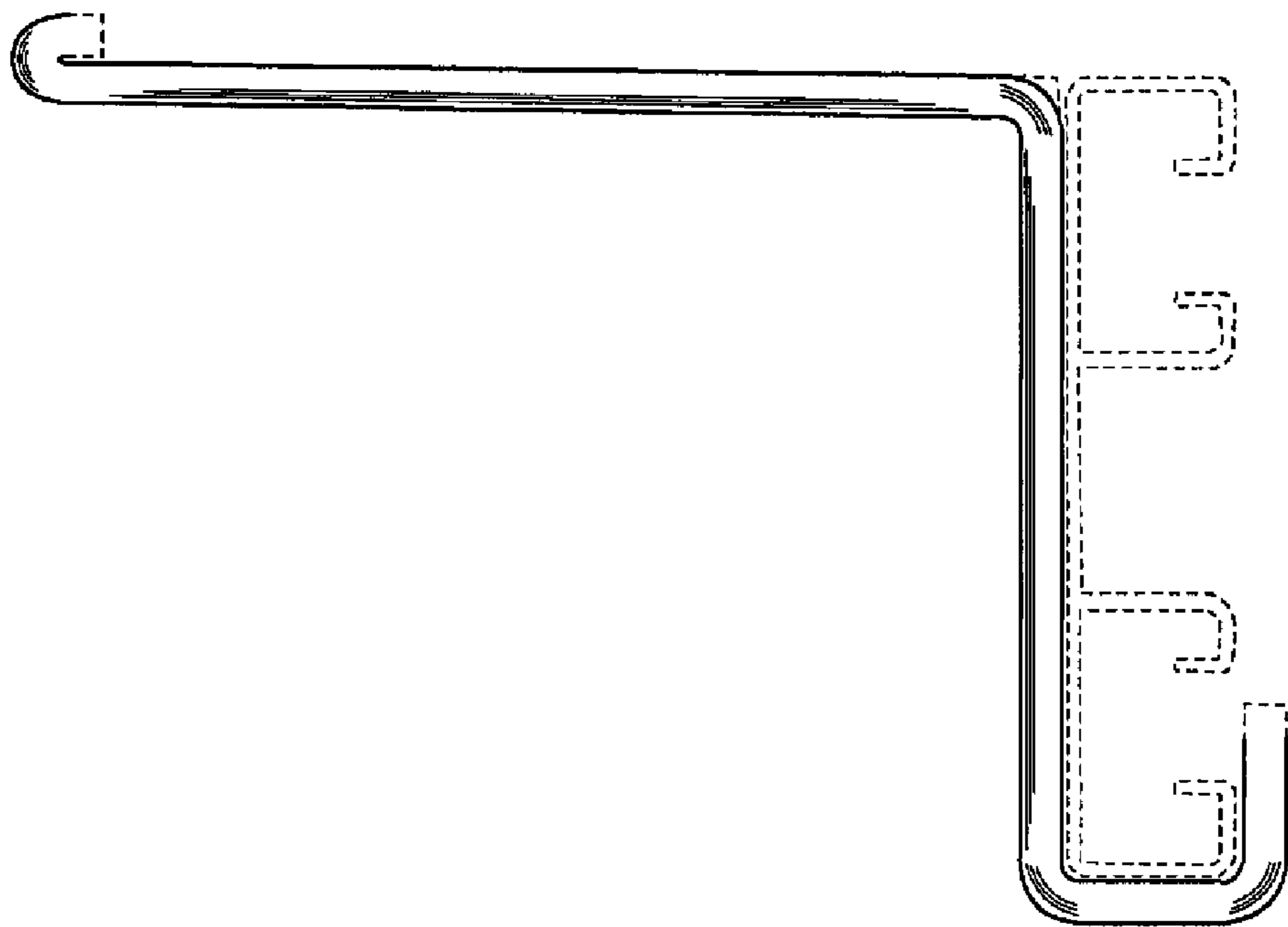


Fig. 4

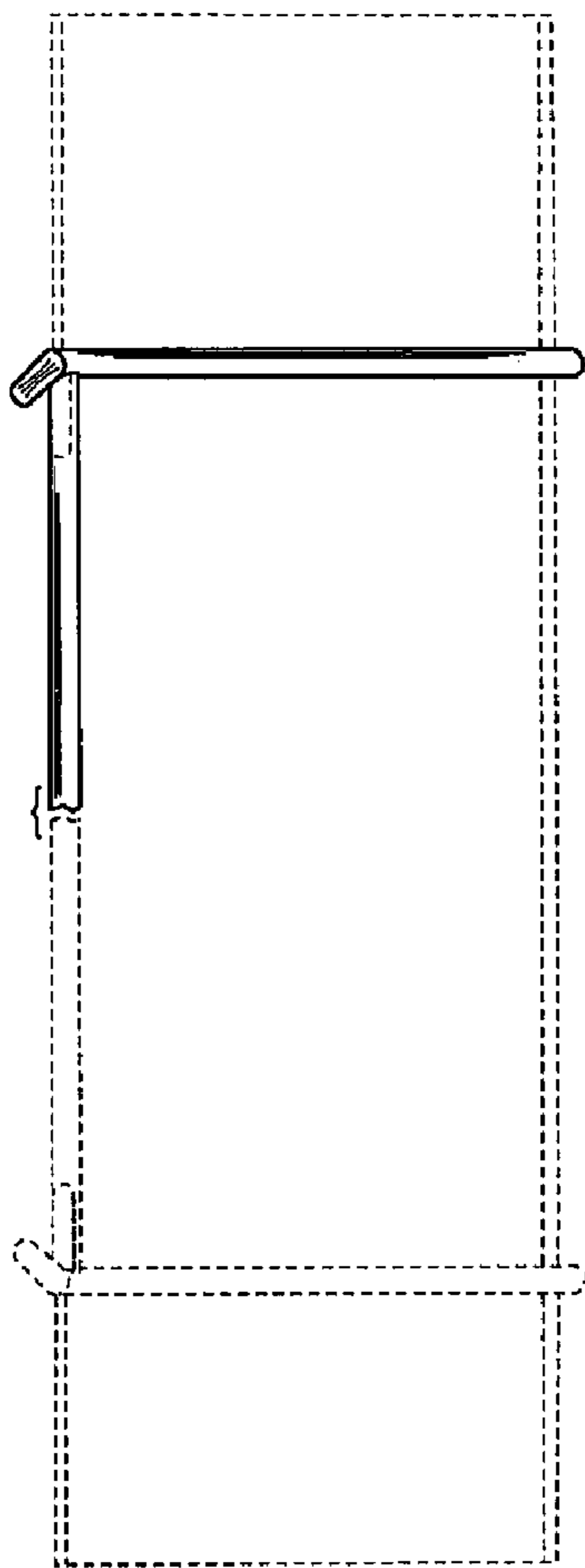


Fig. 5

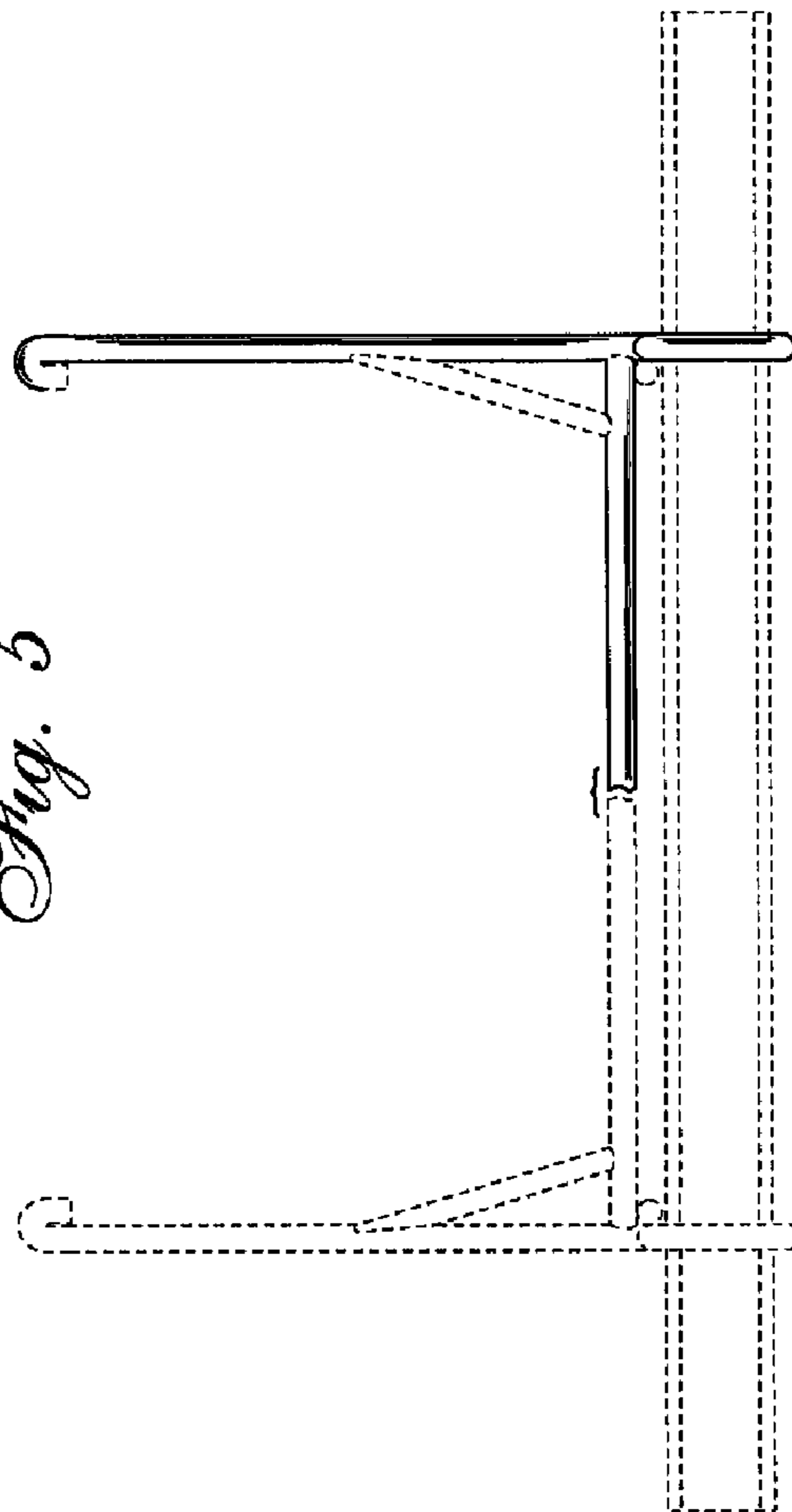


Fig. 6

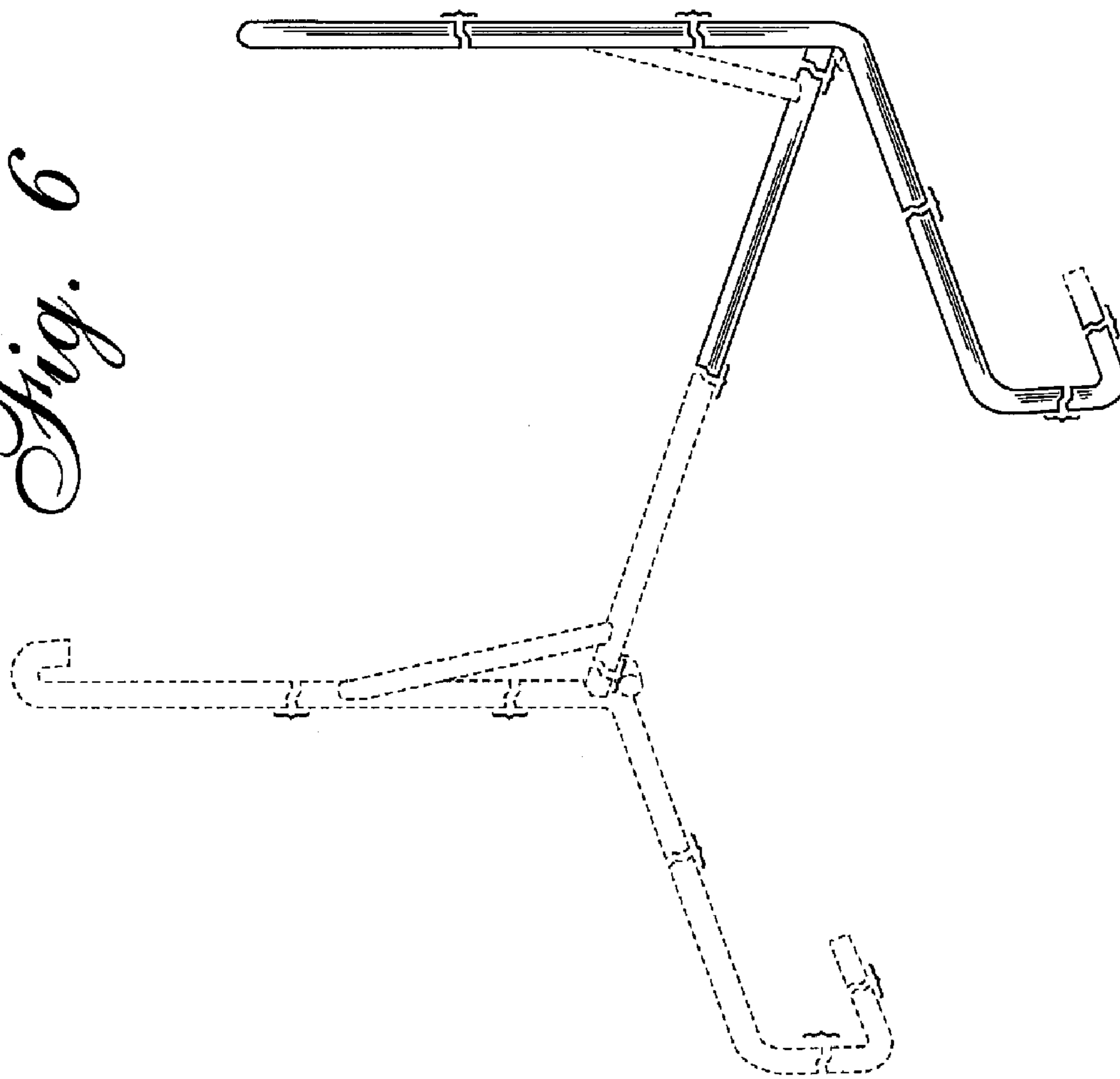


Fig. 8

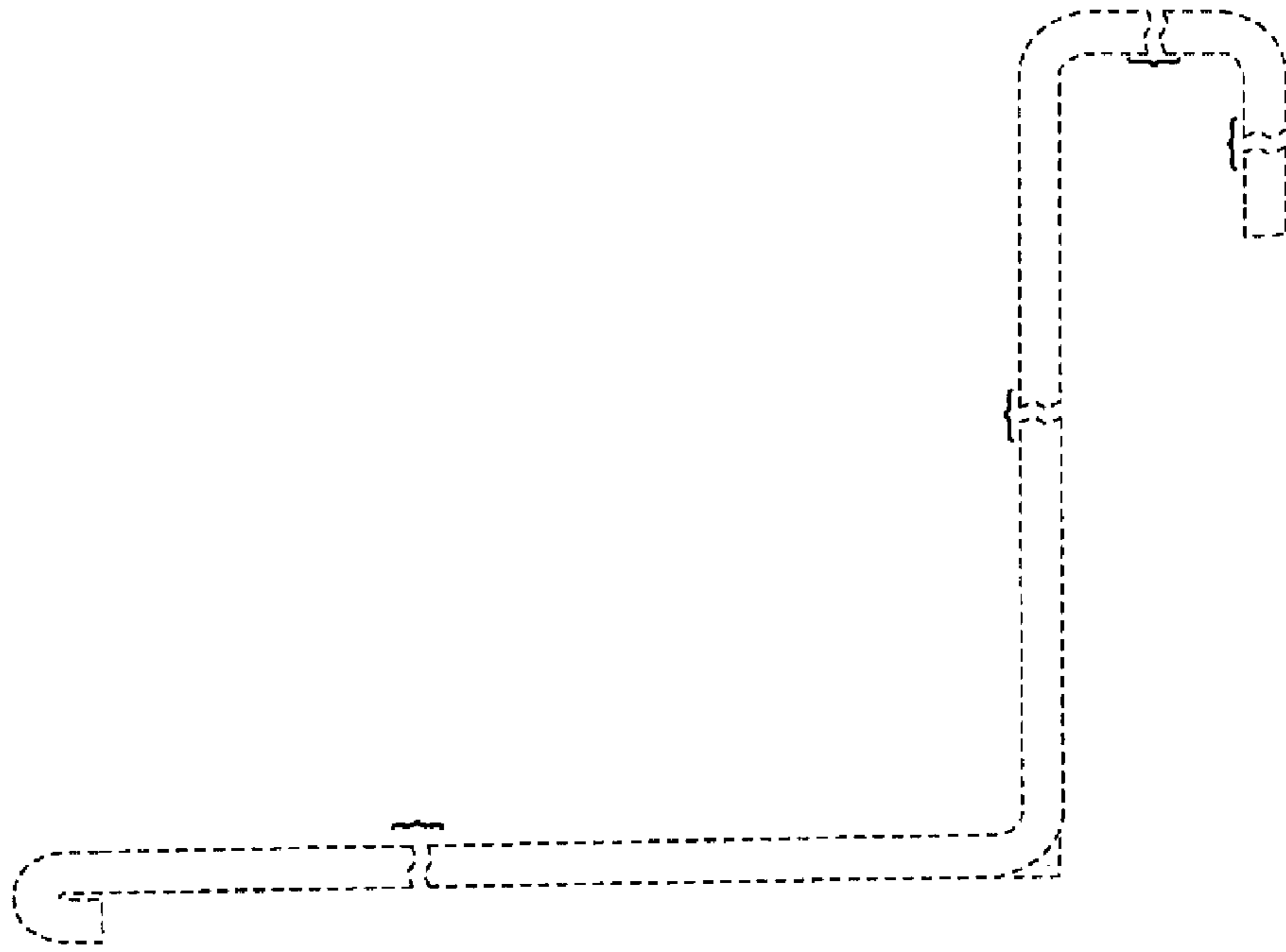


Fig. 7

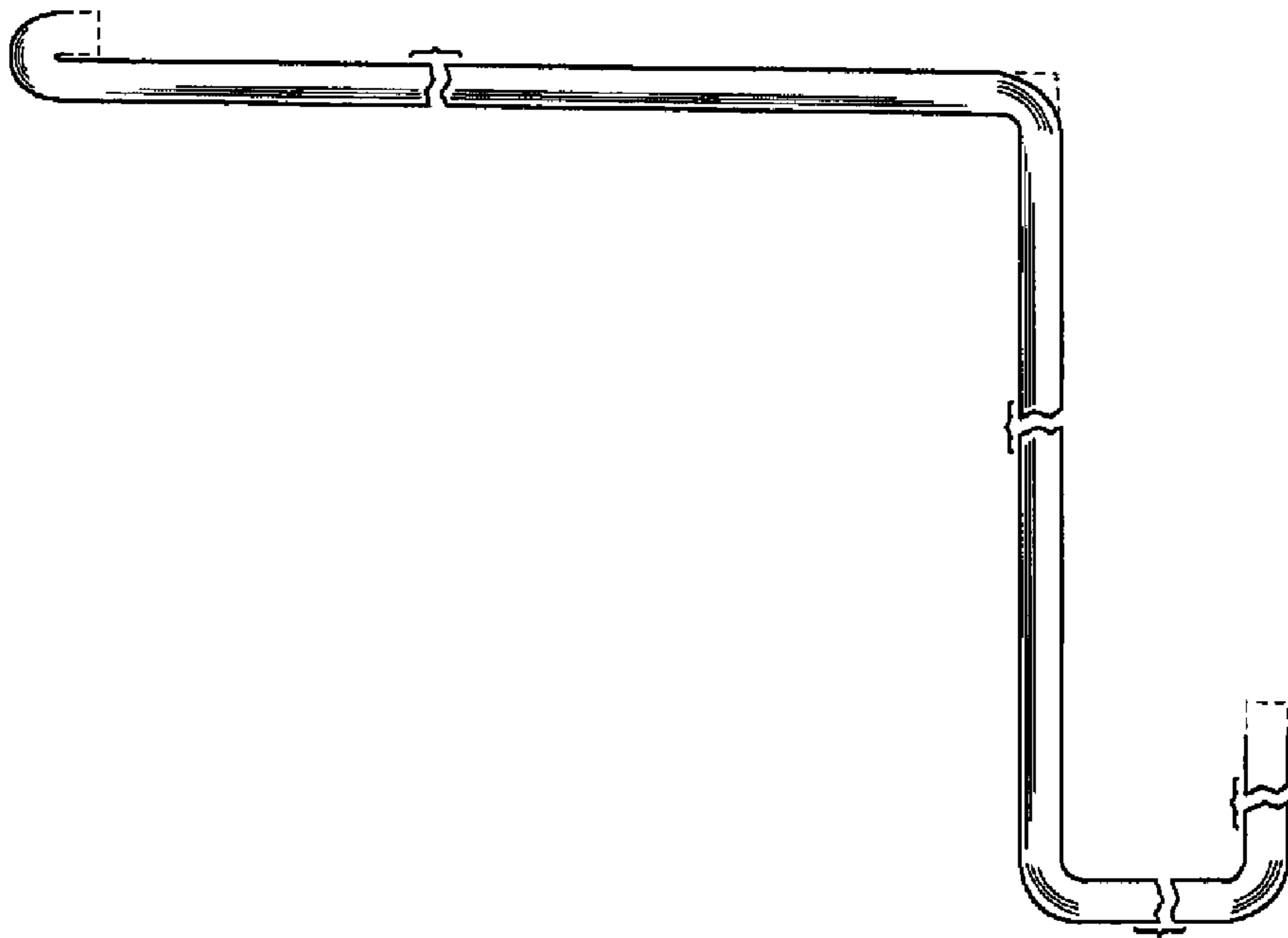


Fig. 9

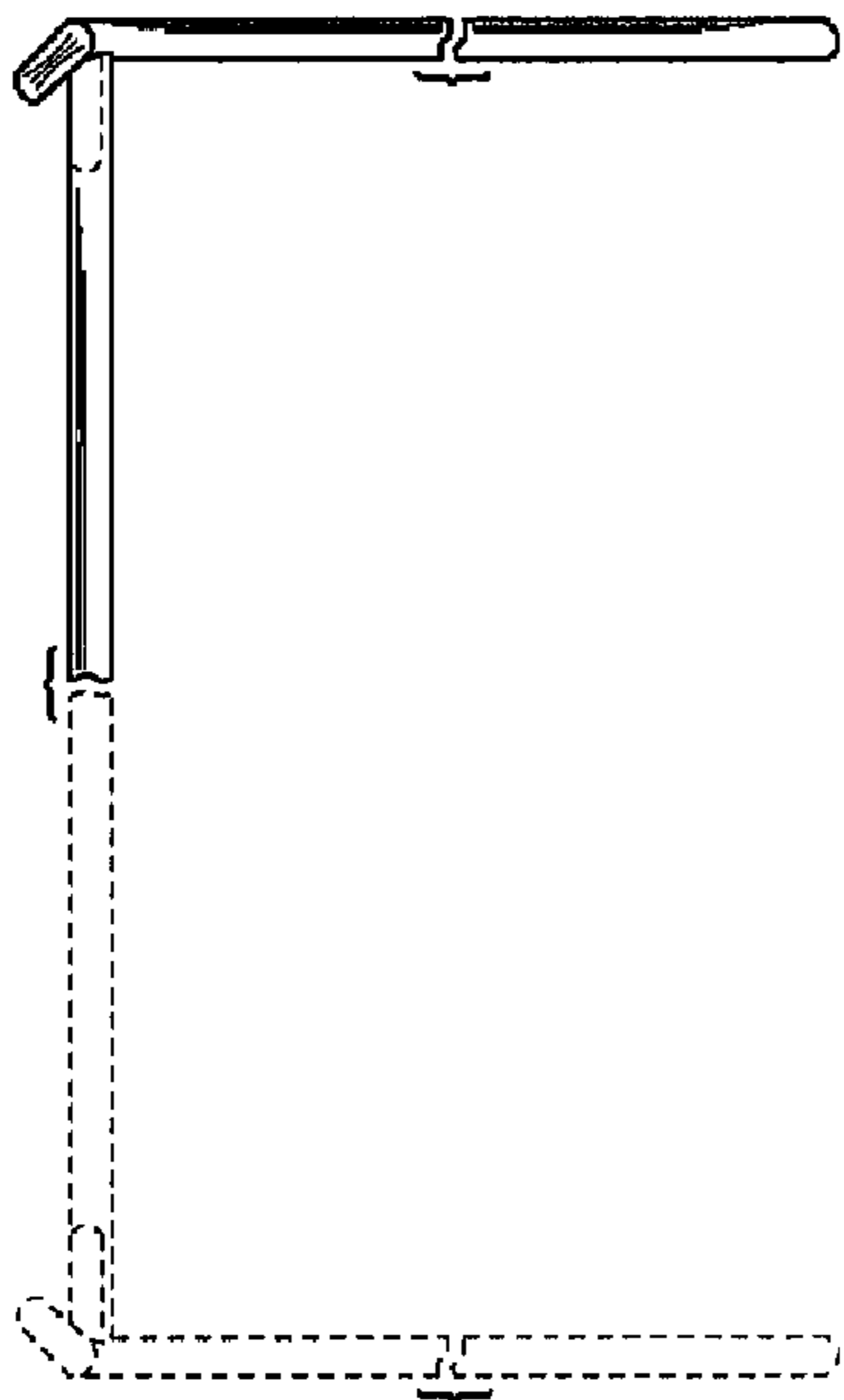


Fig. 10

