



US00D579860S

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

(10) **Patent No.:** **US D579,860 S**
(45) **Date of Patent:** **** Nov. 4, 2008**

(54) **TIRE**
(75) Inventors: **Richard Heinen**, Habay-La-Neuve (BE); **Pascale de Briey-Terlinden**, Attert (BE); **Sebastien Morin**, Tellancourt (FR); **Pierre Bernard Raoul Brochet**, Luxembourg (LU); **Sebastien Willy Fontaine**, Burden (LU)

D490,045 S 5/2004 Delu et al. D12/519
D491,881 S * 6/2004 Ebiko et al. D12/551
D492,642 S 7/2004 Heinen et al.
D528,499 S * 9/2006 Creech et al. D12/551
D533,133 S * 12/2006 Heinen et al. D12/590
D542,217 S * 5/2007 Heinen et al. D12/555
D559,769 S * 1/2008 Heinen et al. D12/551

* cited by examiner

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

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

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

(57) **CLAIM**

(21) Appl. No.: **29/288,564**

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

(22) Filed: **Jun. 15, 2007**

DESCRIPTION

(51) **LOC (8) Cl.** **12-15**
(52) **U.S. Cl.** **D12/551**
(58) **Field of Classification Search** D12/533,
D12/551–567, 583, 586–590, 600; 152/209.1,
152/209.8–209.13, 209.28, 209.18, 209.25,
152/455

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 other side being a mirror image thereof;

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

See application file for complete search history.

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 a mirror image thereof; and,

FIG. 6 is a front elevational view of the 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.

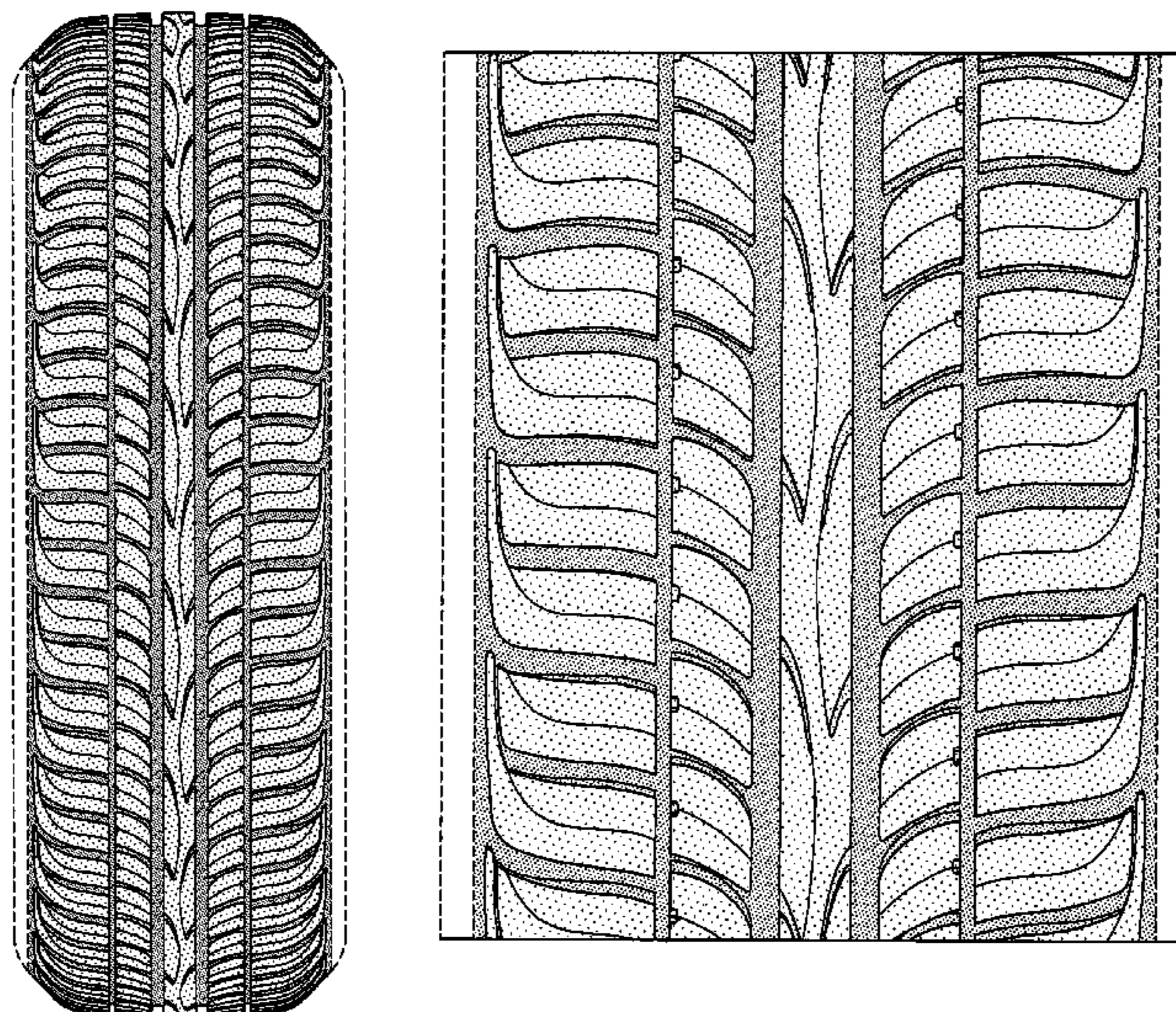
(56) **References Cited**

U.S. PATENT DOCUMENTS

D397,653 S	9/1998	Heinen	.....	D12/147
D398,890 S	9/1998	Harpes et al.	.....	D12/147
D400,140 S	10/1998	Graas	.....	D12/147
D405,740 S	2/1999	Heinen et al.	.....	D12/147
D451,866 S *	12/2001	Ratliff et al.	.....	D12/551
D454,832 S	3/2002	Heinen	.....	D12/550
D456,765 S *	5/2002	Weber et al.	.....	D12/555
D459,291 S *	6/2002	Ratliff et al.	.....	D12/551
D459,695 S *	7/2002	Murata	.....	D12/555
D462,647 S	9/2002	Heinen	.....	D12/550
D470,101 S	2/2003	Heinen	.....	D12/584
D471,148 S	3/2003	Heinen	.....	D12/550
D471,858 S *	3/2003	Endo et al.	.....	D12/551
D484,848 S	1/2004	Heinen et al.	.....	D12/556

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



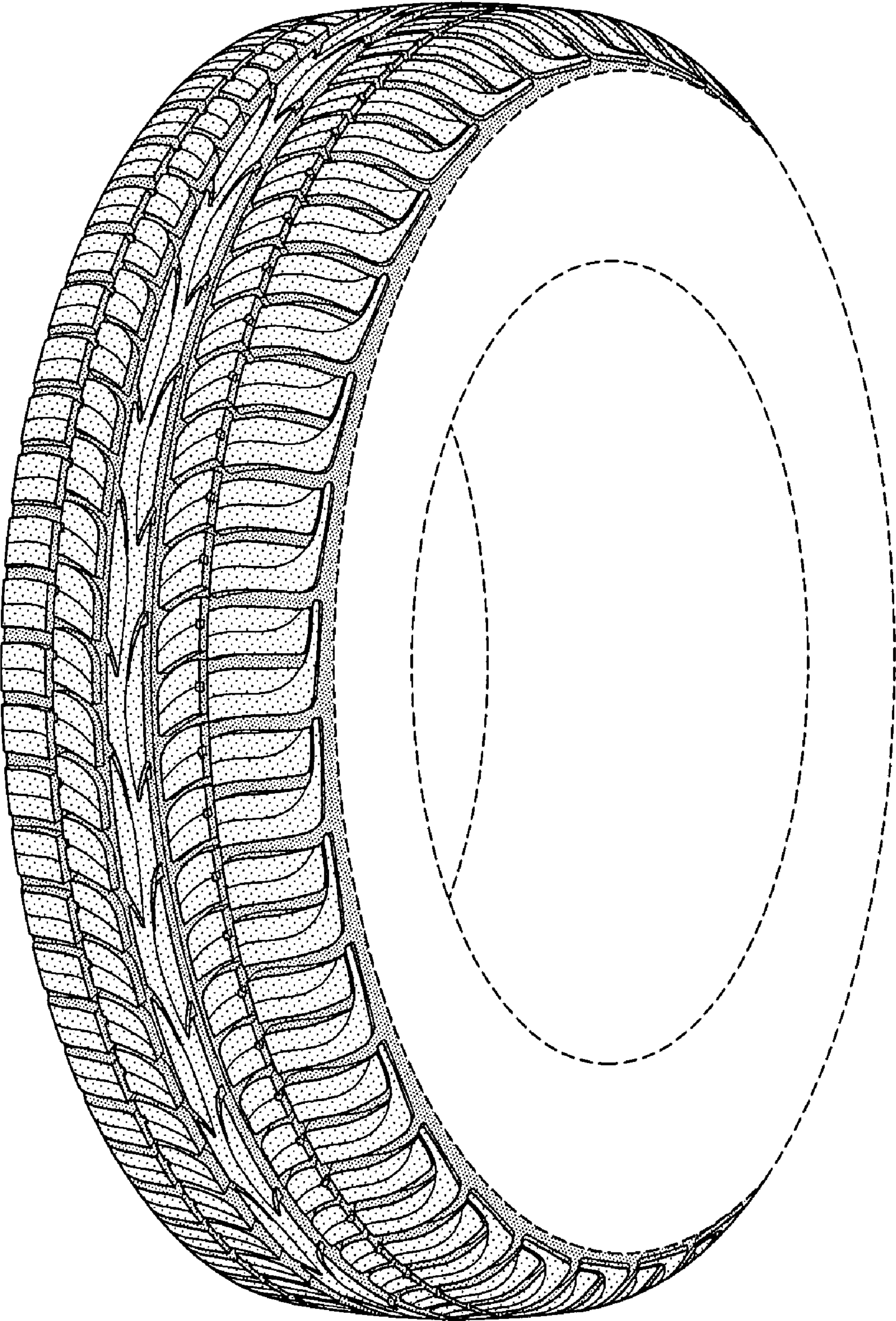


FIG-1

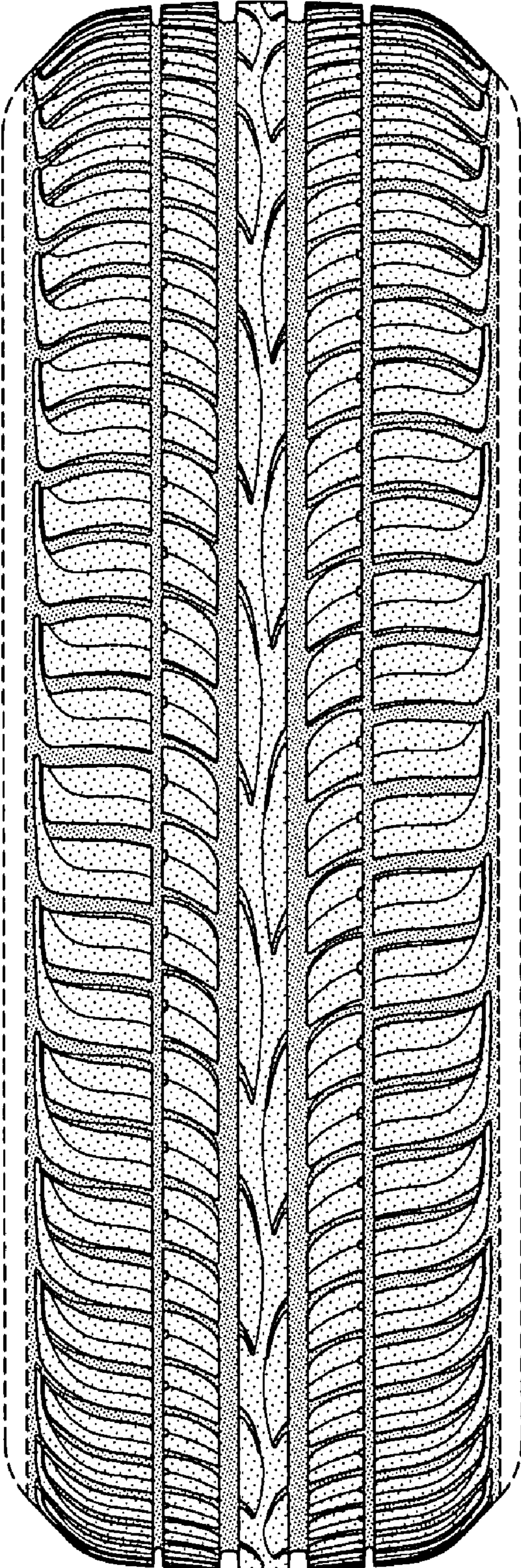


FIG-2

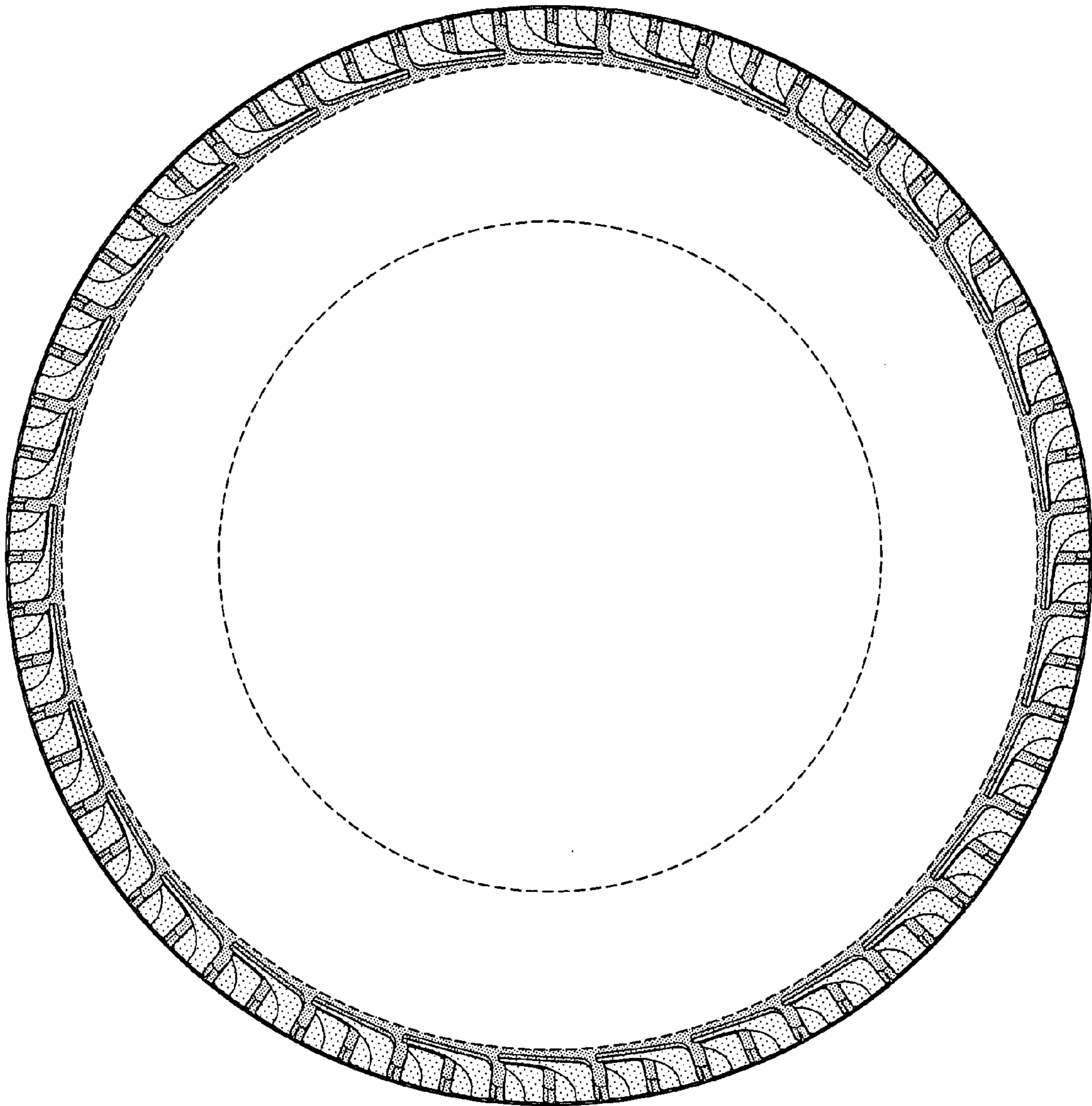


FIG-3

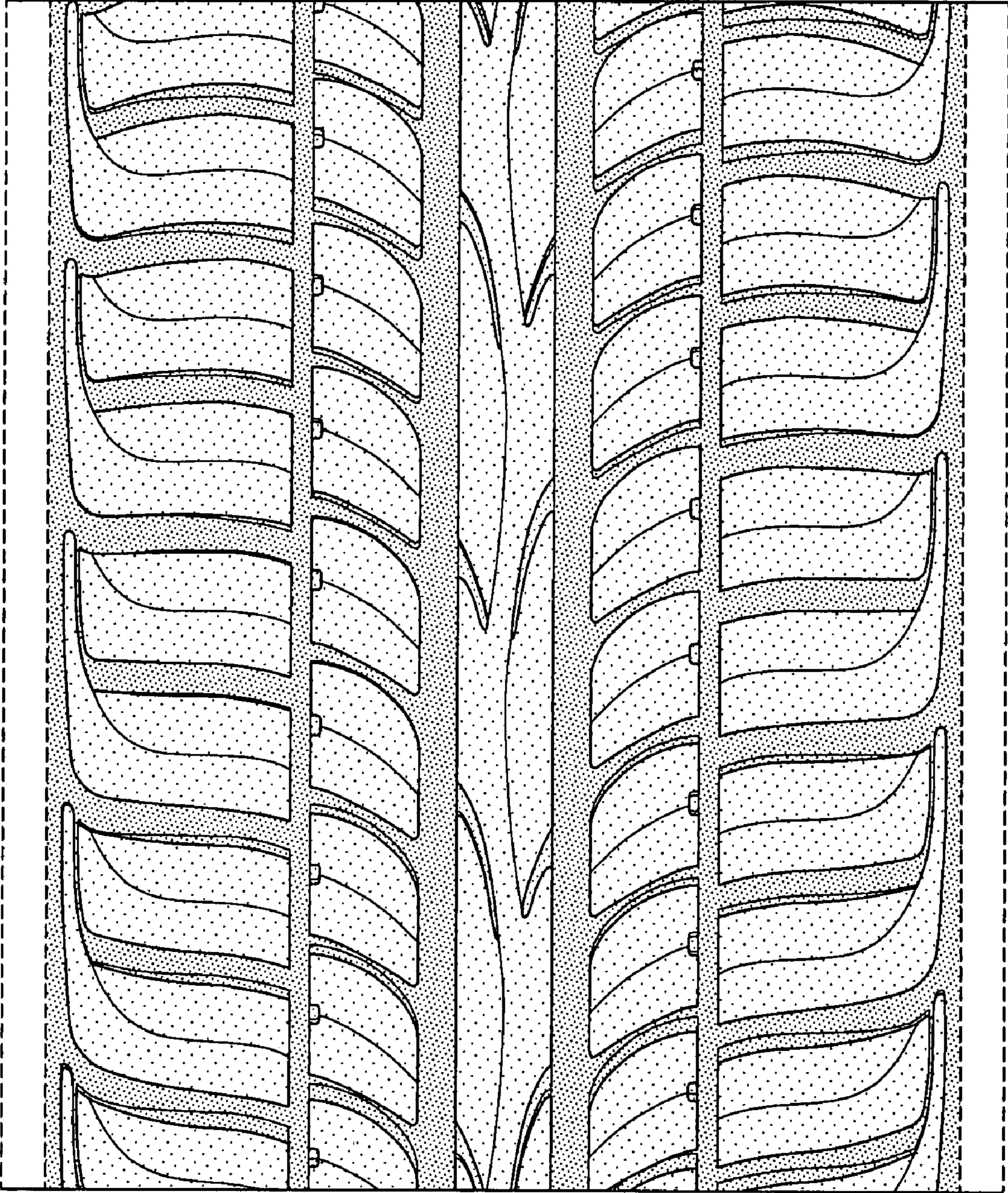


FIG-4

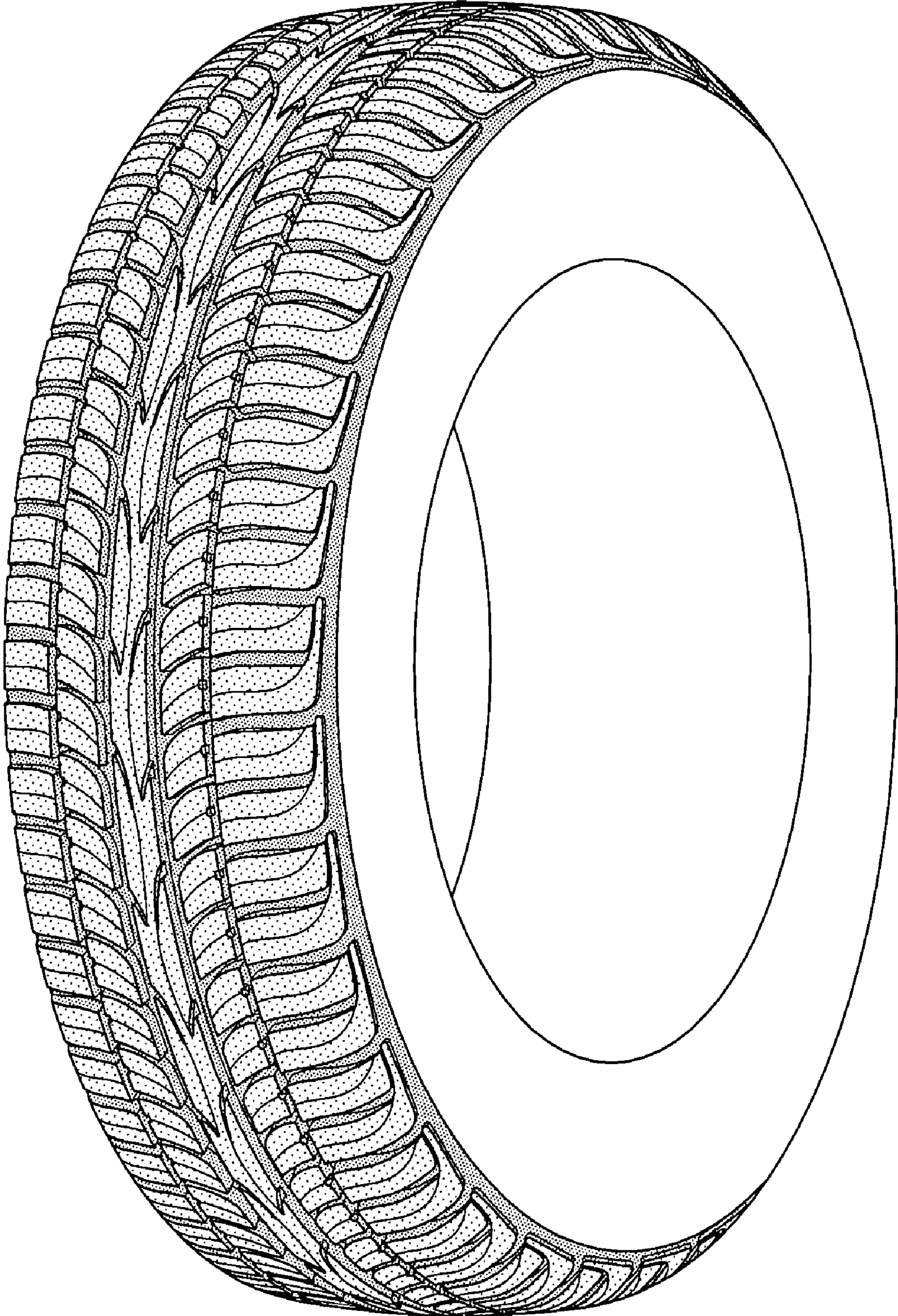


FIG-5

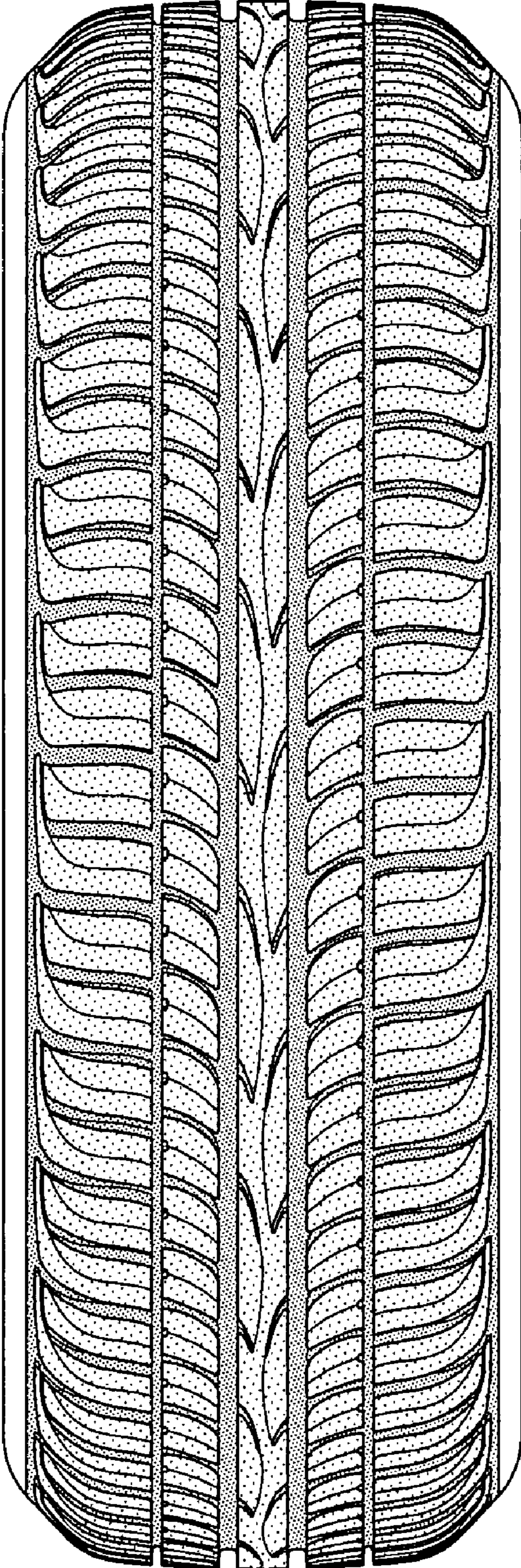


FIG-6