



US00D610964S

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

(10) **Patent No.:** **US D610,964 S**
(45) **Date of Patent:** **** Mar. 2, 2010**

- (54) **TIRE**
- (75) Inventors: **Max Harold Dixon**, Kent, OH (US);
John David Renner, Uniontown, OH (US); **Charles Joseph Ashton**,
Cuyahoga Falls, OH (US); **Karl Eric Sundkvist**, Akron, OH (US)
- (73) Assignee: **The Goodyear Tire & Rubber Company**, Akron, OH (US)
- (**) Term: **14 Years**
- (21) Appl. No.: **29/344,894**
- (22) Filed: **Oct. 6, 2009**
- (51) **LOC (9) Cl.** **12-15**
- (52) **U.S. Cl.** **D12/552; D12/553**
- (58) **Field of Classification Search** D12/533,
D12/544-567, 586-591, 900-901; 152/209.1,
152/209.8-209.19, 209.25-209.28
See application file for complete search history.

- D591,221 S 4/2009 Fontaine et al. D12/563
- D591,672 S 5/2009 de Briey-Terlinden et al. .. D12/553
- D592,588 S 5/2009 Heinen et al. D12/564
- D595,639 S * 7/2009 de Briey-Terlinden D12/553
- D601,946 S * 10/2009 Fontaine et al. D12/553
- D603,326 S * 11/2009 Chung et al. D12/552
- D603,327 S * 11/2009 Chung et al. D12/552

* 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 other side being a mirror image thereof;

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 view is a mirror image thereof; 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.

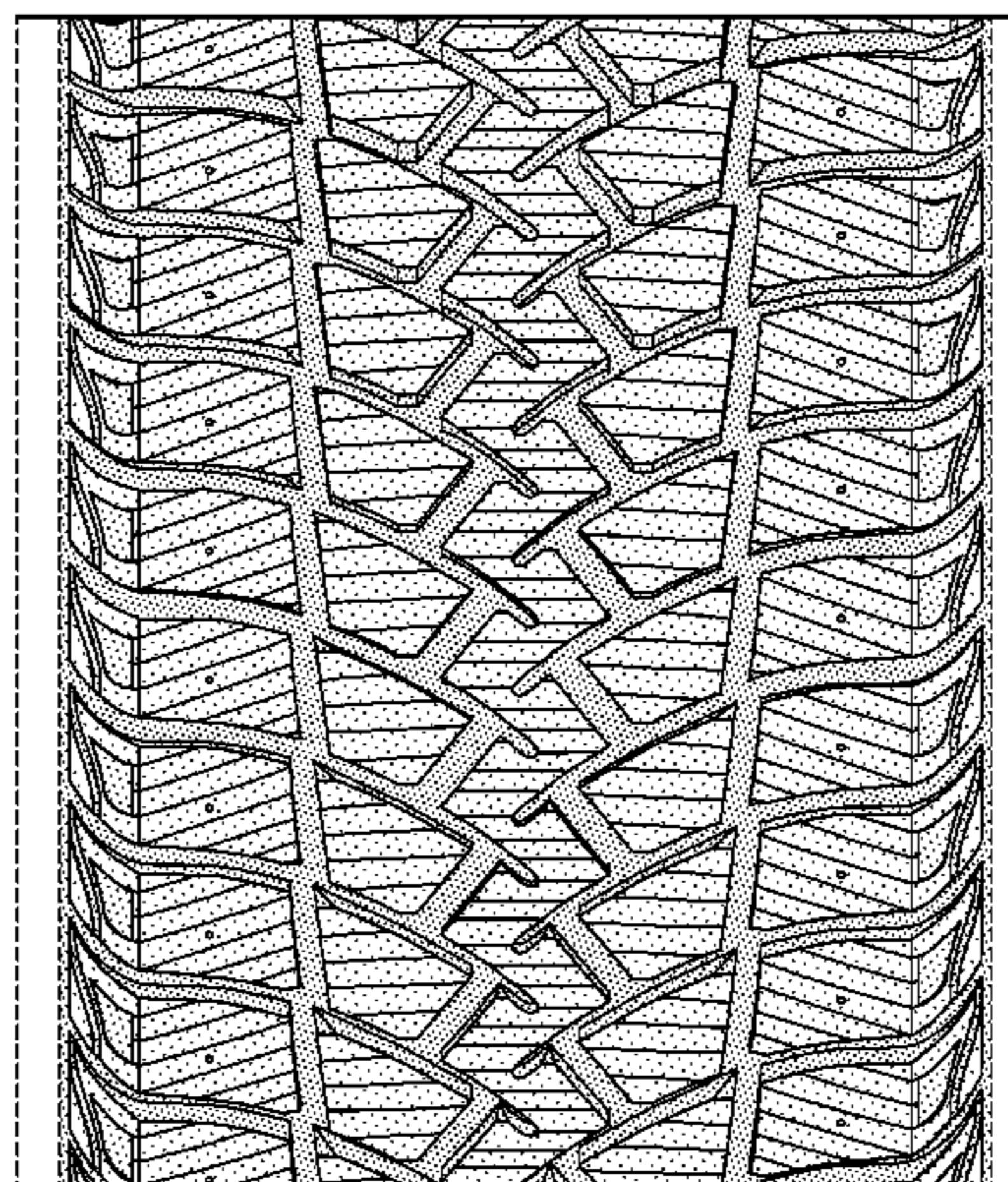
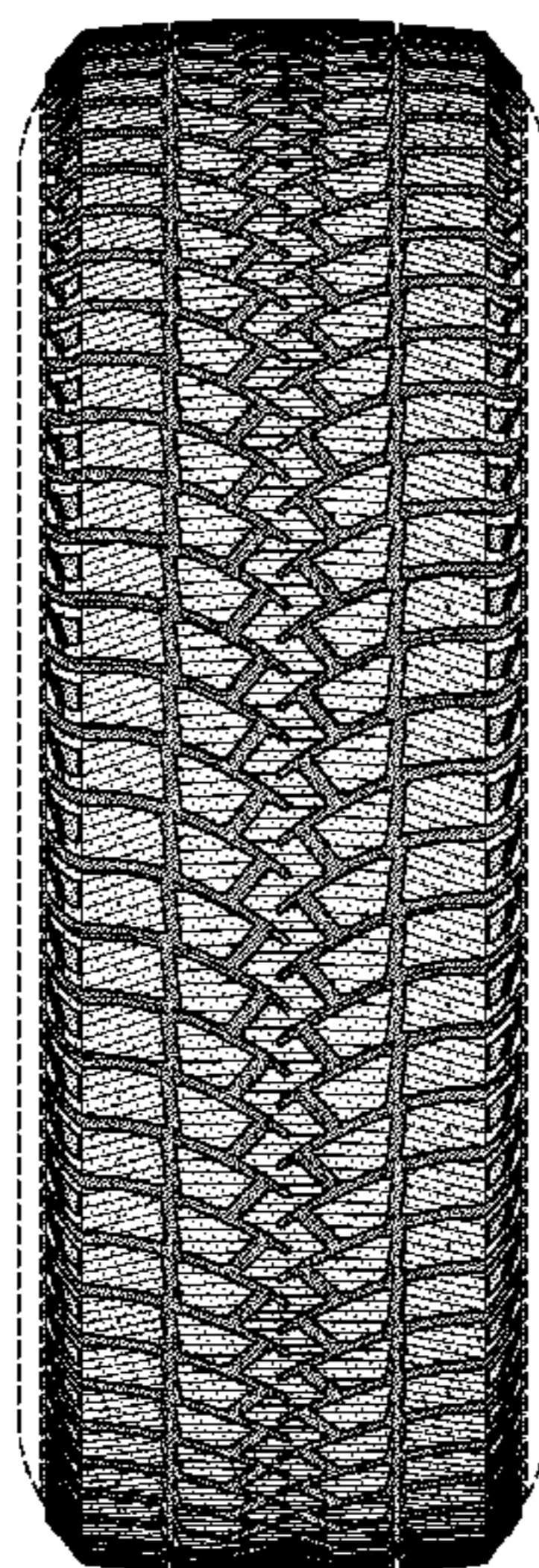
In the drawings, the broken lines showing of the sidewall, inner bead and the peripheral boundary between the tire tread and the sidewall in FIGS. 1 through 4 depict environmental subject matter and form no part of the claimed design.

1 Claim, 6 Drawing Sheets

(56) **References Cited**

U.S. PATENT DOCUMENTS

- D390,512 S * 2/1998 Eromaki D12/553
- D431,800 S 10/2000 Heinen et al. D12/147
- D452,198 S 12/2001 Heinen et al. D12/146
- D455,116 S * 4/2002 Graas et al. D12/553
- D504,106 S 4/2005 del Briey-Terlinden et al. . D12/553
- D504,866 S 5/2005 Collette et al. D12/553
- D524,726 S * 7/2006 Dixon et al. D12/553
- D530,263 S * 10/2006 Creech et al. D12/551
- D531,955 S * 11/2006 Fontaine et al. D12/553
- D548,677 S 8/2007 Welbes et al. D12/553
- D548,678 S 8/2007 Welbes et al. D12/553
- D548,679 S 8/2007 de Briey-Terlinden D12/553
- D556,670 S 12/2007 Fontaine et al. D12/553
- D575,726 S 8/2008 Fontaine et al. D12/564
- D583,305 S * 12/2008 Ashton et al. D12/553
- D589,874 S 4/2009 Fontaine et al. D12/564



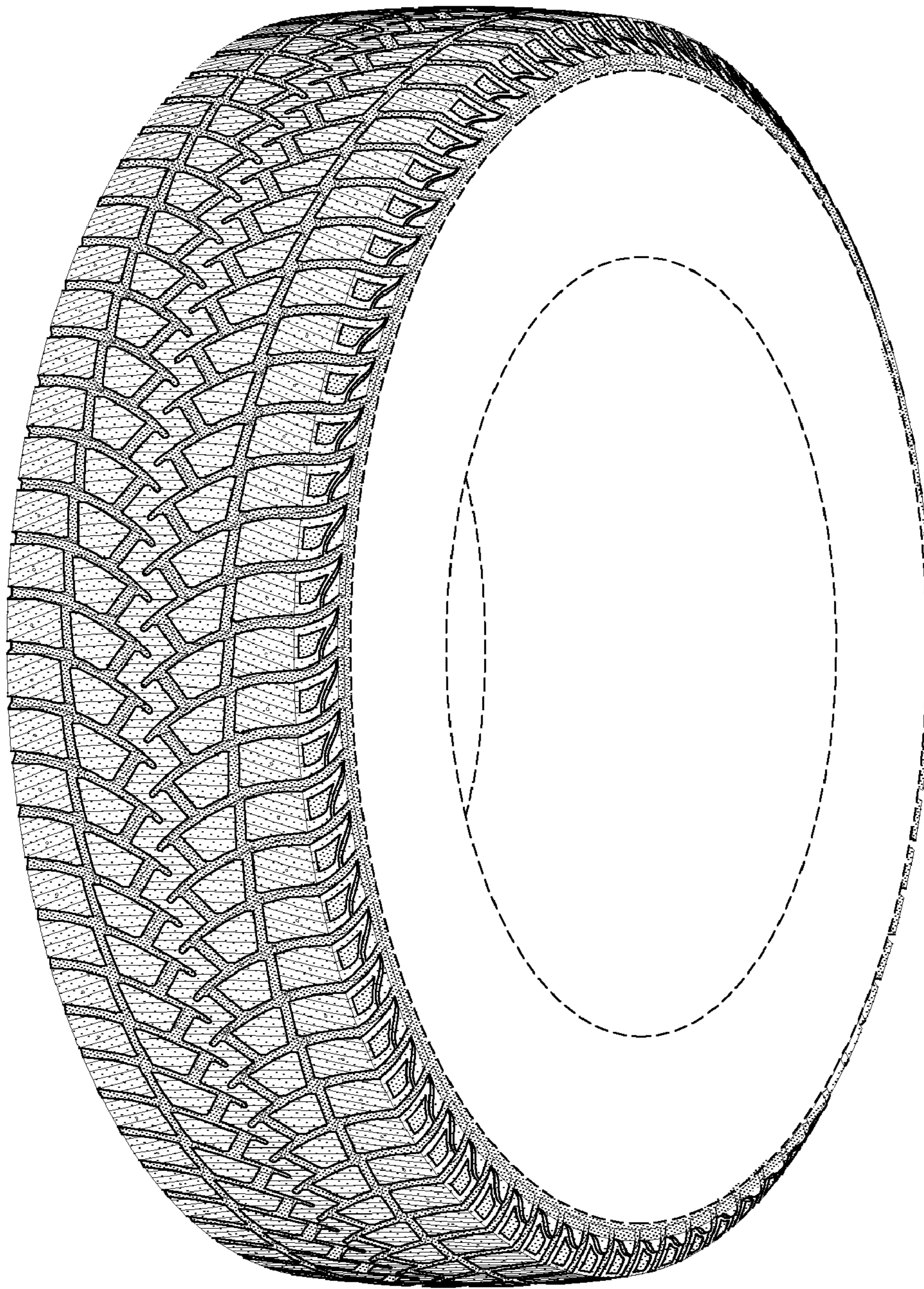


FIG-1

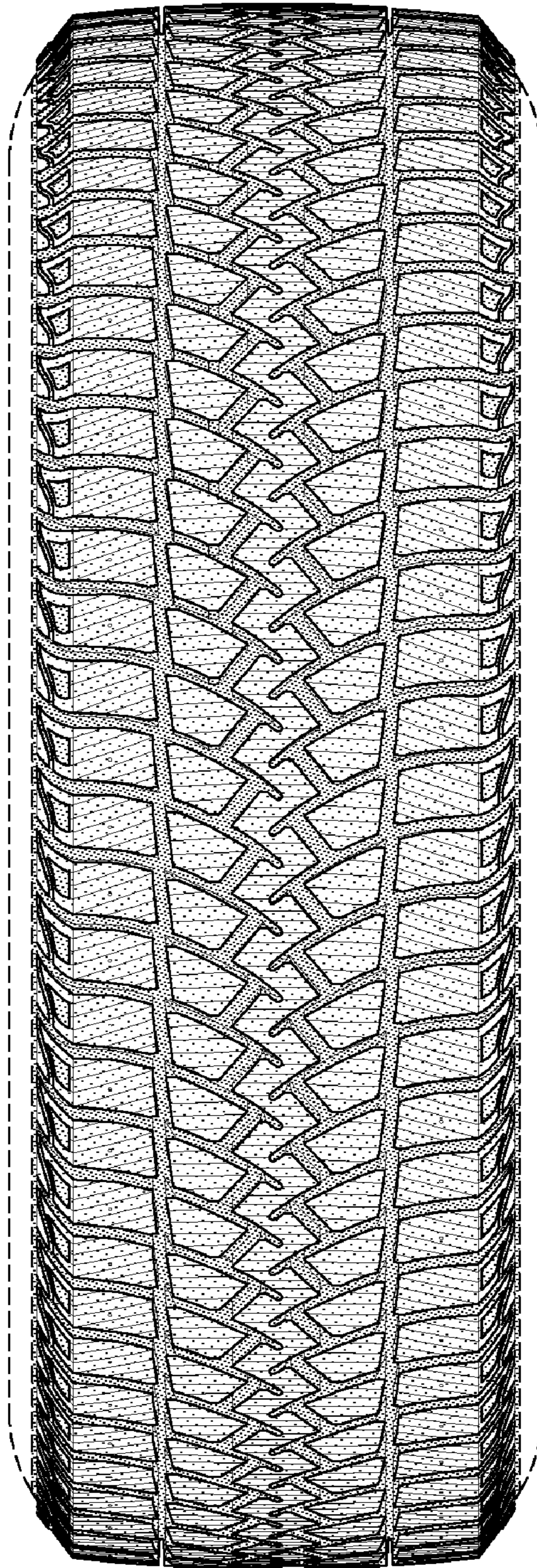


FIG-2

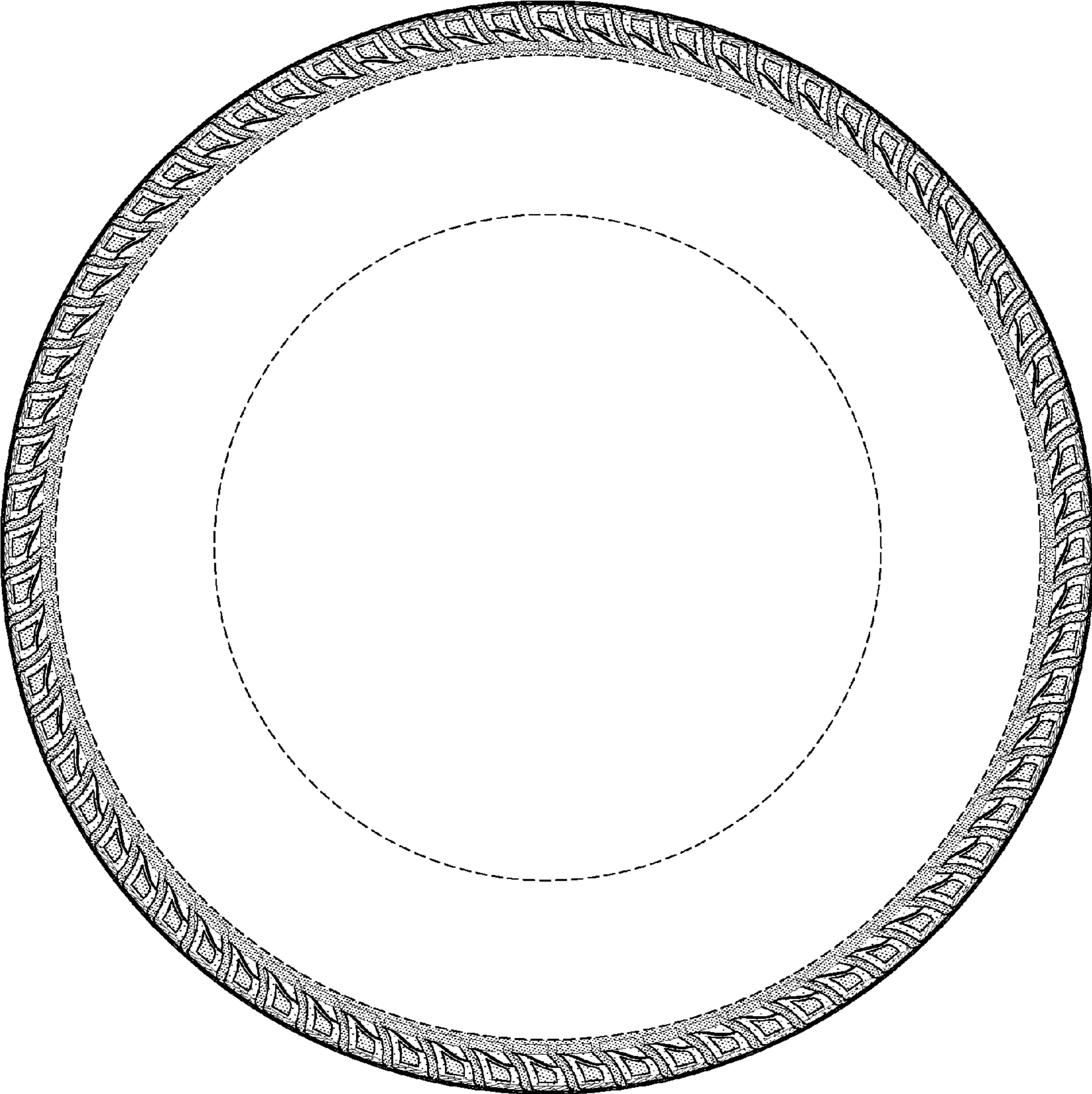


FIG-3

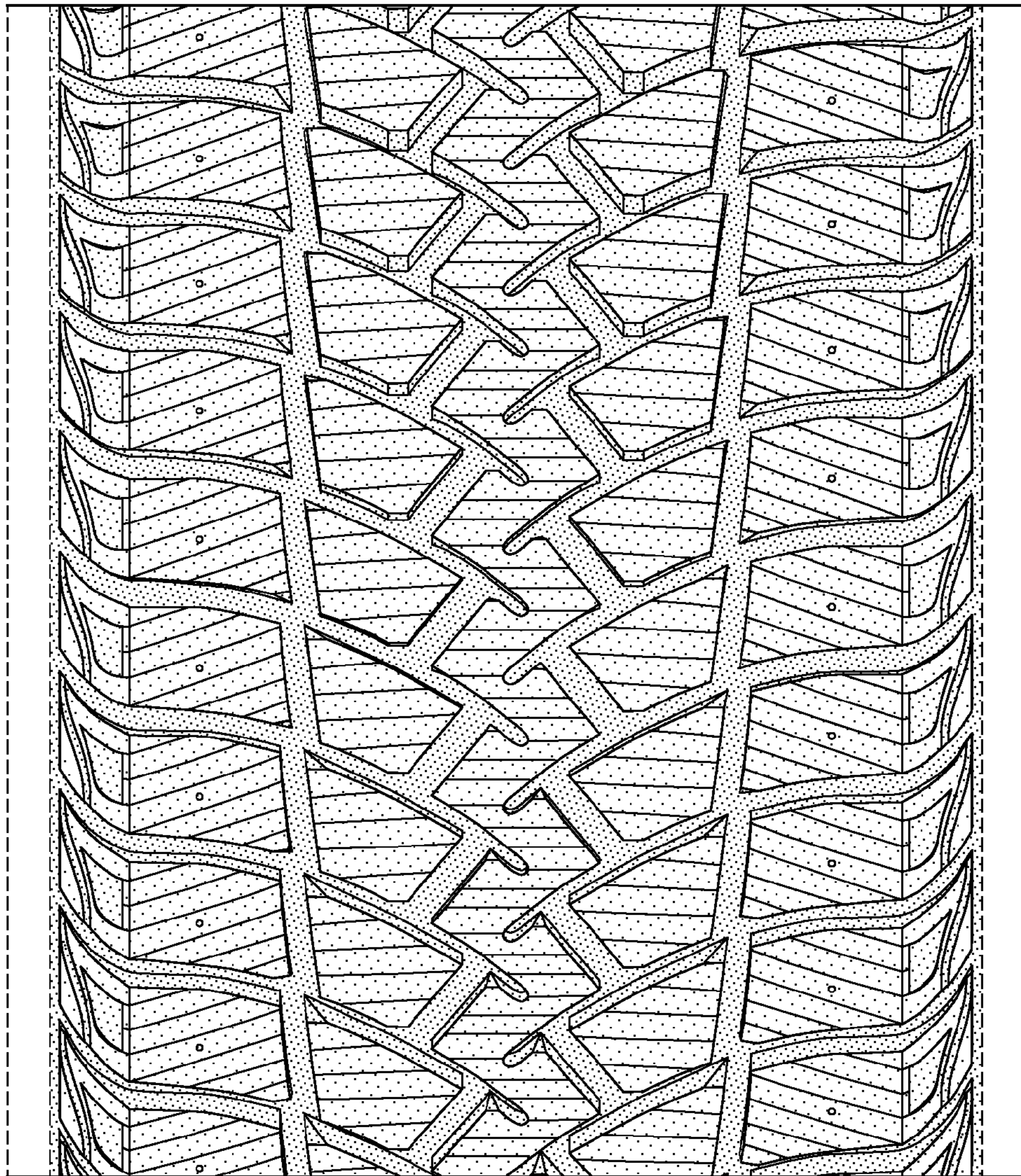


FIG-4

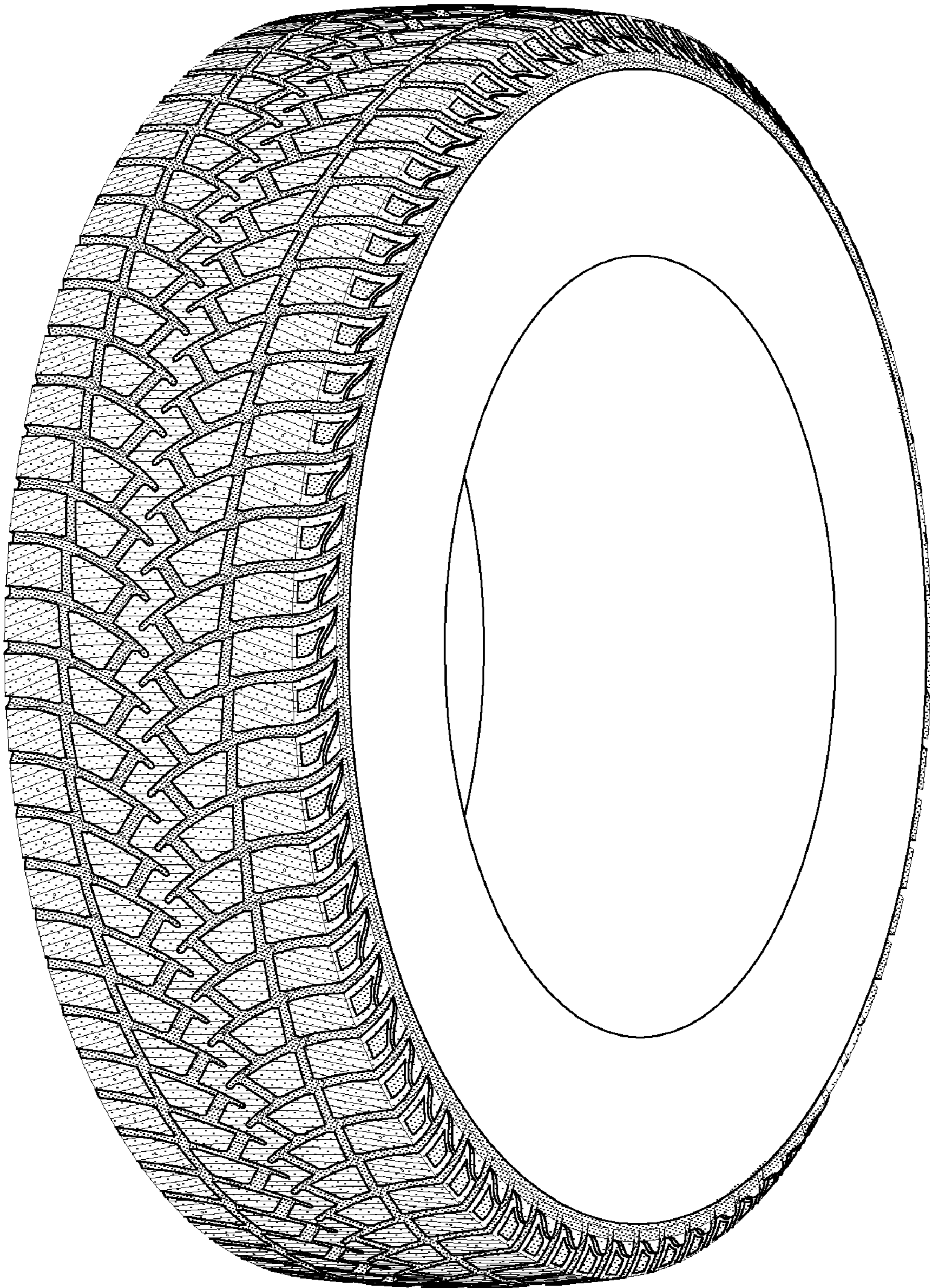


FIG-5

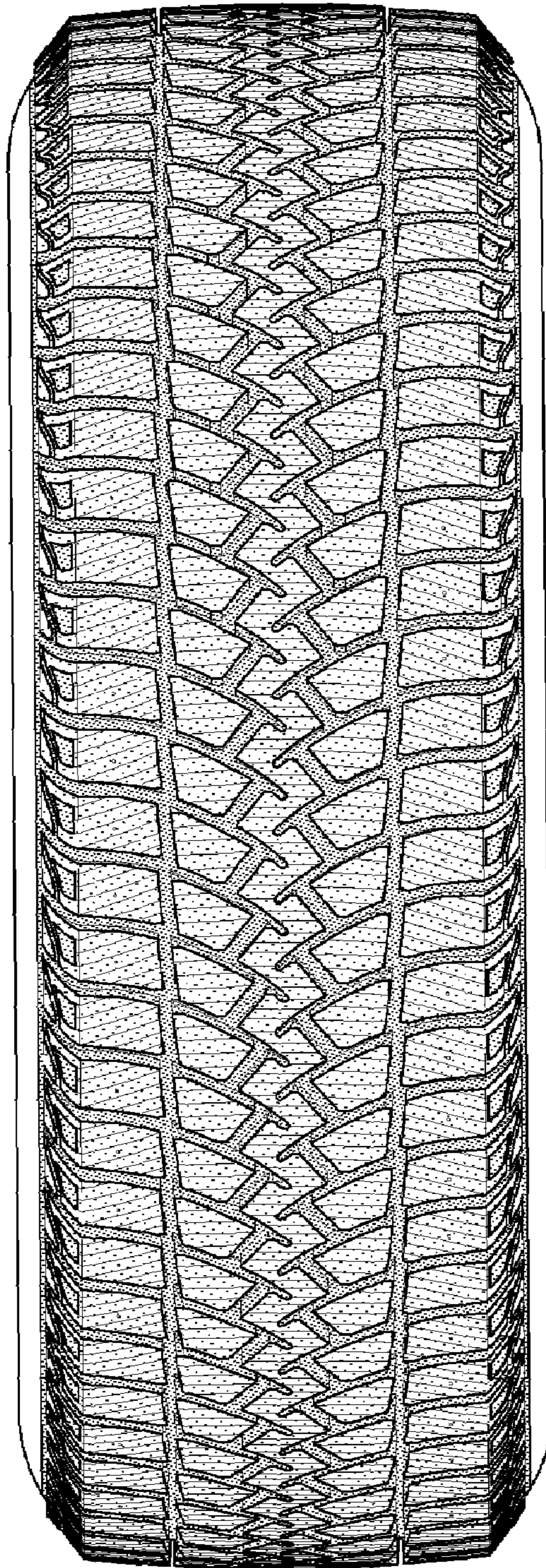


FIG-6