



US00D619955S

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

(10) **Patent No.:** **US D619,955 S**

(45) **Date of Patent:** **** Jul. 20, 2010**

(54) **TIRE**

(75) Inventors: **Charles Joseph Ashton**, Cuyahoga Falls, OH (US); **Shannon Joseph Hughes**, Rootstown, OH (US); **Jay Joseph Robinson**, Stow, OH (US); **Jonathan James Shondel**, Massillon, OH (US)

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

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

(21) Appl. No.: **29/326,573**

(22) Filed: **Oct. 21, 2008**

(51) **LOC (9) Cl.** **12-15**

(52) **U.S. Cl.** **D12/521**

(58) **Field of Classification Search** D12/505-532,
D12/900-901; 152/209.1, 209.8-209.18,
152/209.25-209.28

See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D340,212 S *	10/1993	Montag et al.	D12/528
D358,793 S	5/1995	Himuro et al.	D12/151
D382,522 S	8/1997	Ratliff, Jr.	D12/147
D383,103 S *	9/1997	Ratliff, Jr.	D12/532
D390,817 S *	2/1998	Graas et al.	D12/516
D394,032 S	5/1998	Maxwell	D12/147
D408,000 S	4/1999	Otani	D12/151
D409,959 S	5/1999	Maxwell	D12/147
D456,762 S	5/2002	Graas	D12/524
D471,152 S	3/2003	Graas et al.	D12/563
D473,842 S	4/2003	Ratliff, Jr.	D12/514
D484,845 S	1/2004	Takahashi et al.	D12/531
D491,130 S	6/2004	Welbes	D12/563
D491,134 S	6/2004	Brayer et al.	D12/588
D495,990 S	9/2004	Graas	D12/563
D504,107 S	4/2005	Matsumoto et al.	D12/563
D509,786 S	9/2005	Matsumoto et al.	D12/563
D516,998 S	3/2006	Wang et al.	D12/563

D525,579 S	7/2006	Graas	D12/514
D526,270 S *	8/2006	Miyasaka	D12/532
D529,861 S *	10/2006	Takahashi et al.	D12/531
D547,716 S	7/2007	Ochl	D12/581
D551,157 S	9/2007	Shondel	D12/524
D559,167 S *	1/2008	Krenz et al.	D12/521
D571,283 S *	6/2008	Neidert et al.	D12/524
D574,316 S *	8/2008	Neidert et al.	D12/514
D592,586 S *	5/2009	Maxwell et al.	D12/531

(Continued)

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;

FIG. 4 is a left side elevational view thereof;

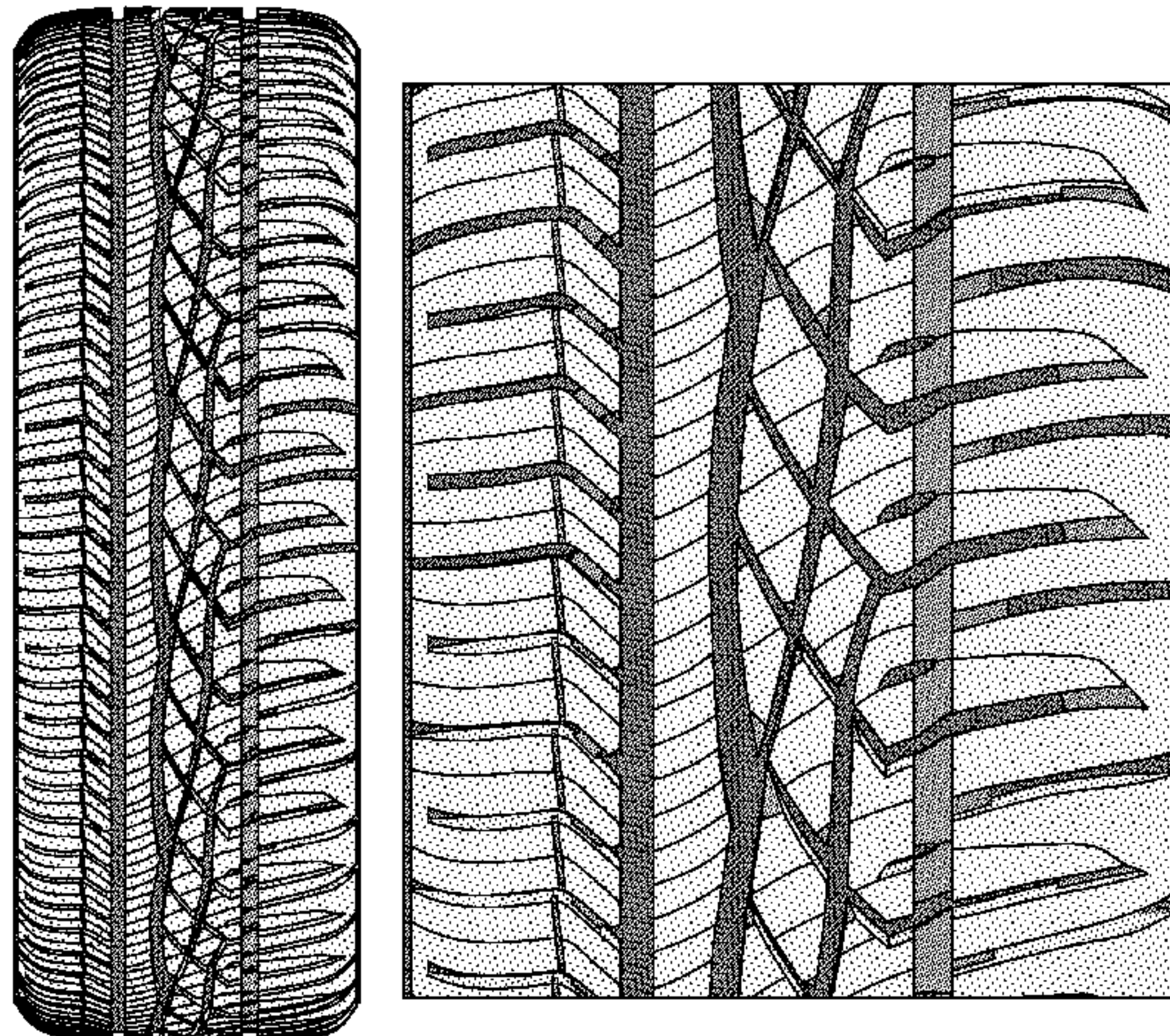
FIG. 5 is an enlarged fragmentary front elevational view thereof;

FIG. 6 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,

FIG. 7 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. 5, with the exception of the inclusion of the sidewall in solid lines.

In the drawings, the broken line showing of the sidewall, inner bead and the peripheral boundary between the tire tread and the sidewall in FIGS. 1 through 5 depict environmental subject matter and form no part of the claimed design.

1 Claim, 7 Drawing Sheets



US D619,955 S

Page 2

U.S. PATENT DOCUMENTS

D593,026 S *	5/2009	Umstot et al.	D12/531	D601,485 S *	10/2009	Hughes et al.	D12/521
D597,925 S *	8/2009	Lundgren et al.	D12/514	D601,940 S *	10/2009	Hughes et al.	D12/521
D601,079 S *	9/2009	Hughes et al.	D12/521	D601,941 S *	10/2009	Ashton et al.	D12/531

* cited by examiner

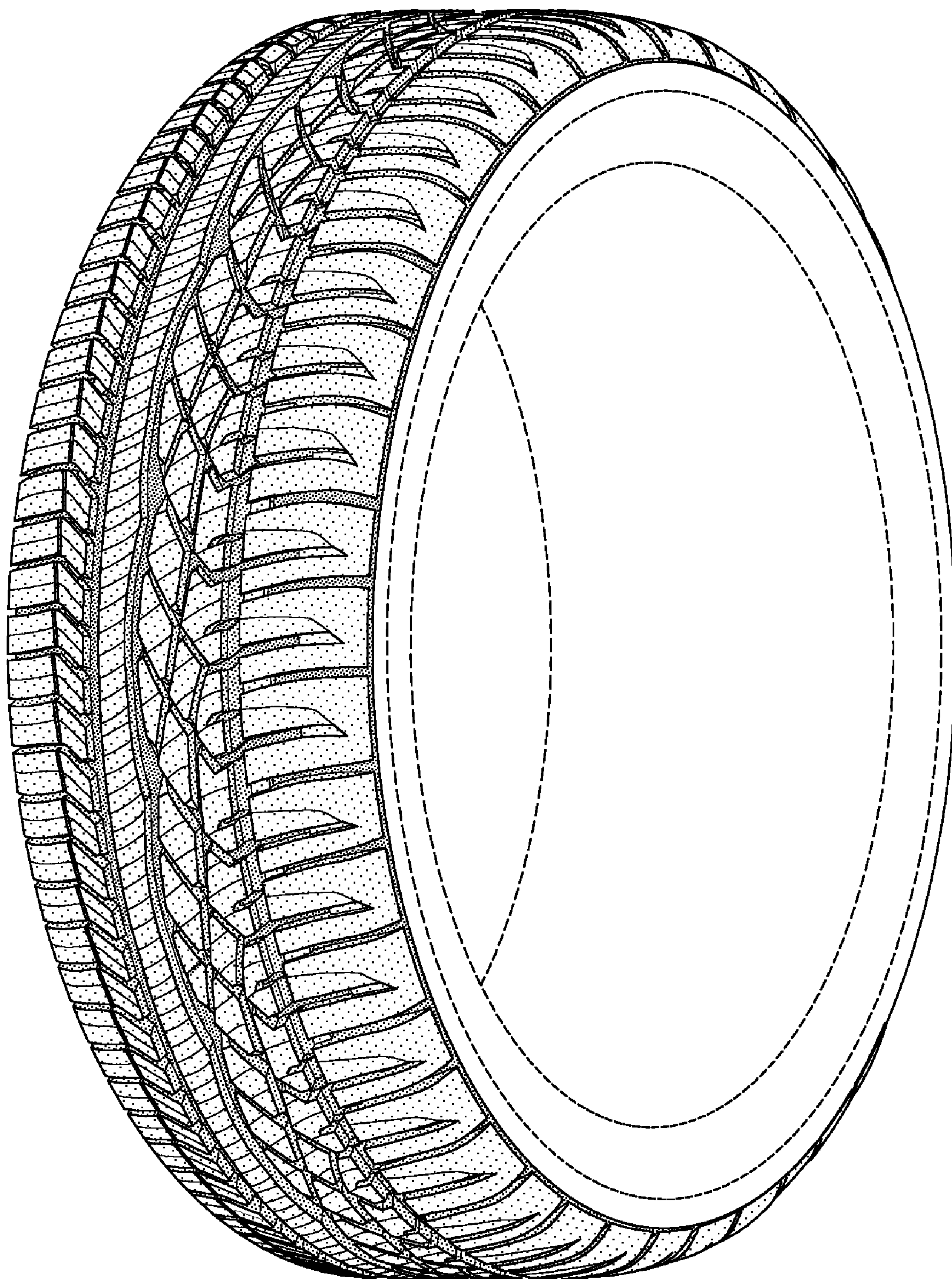


FIG-1

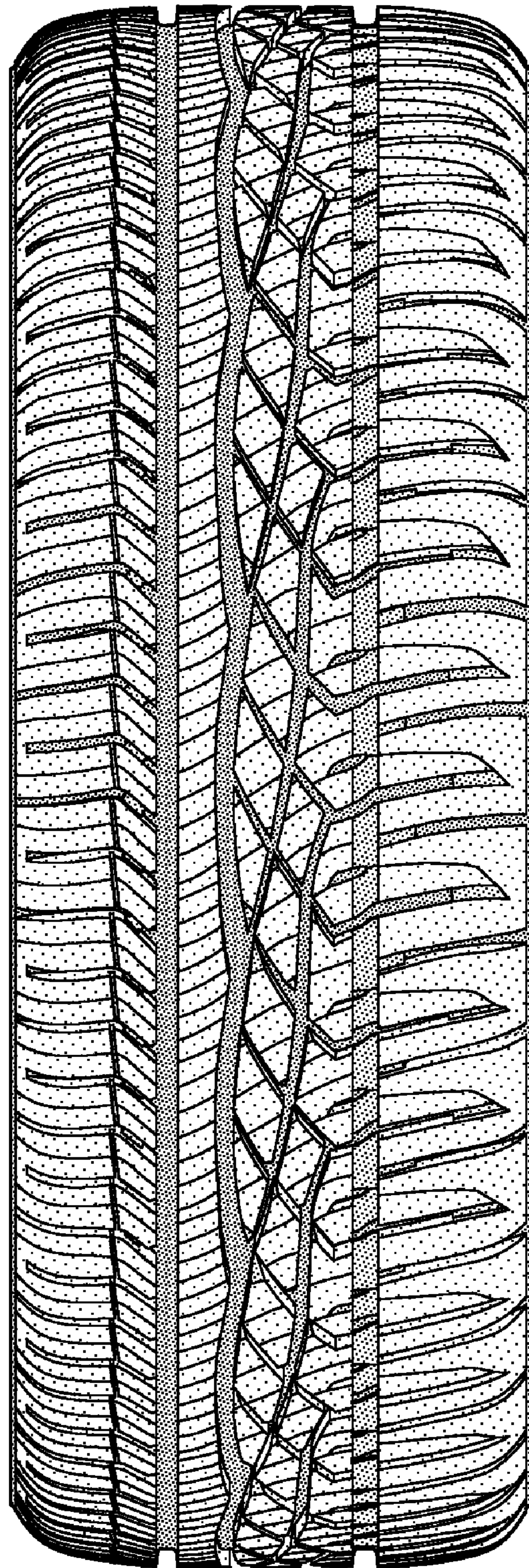


FIG-2

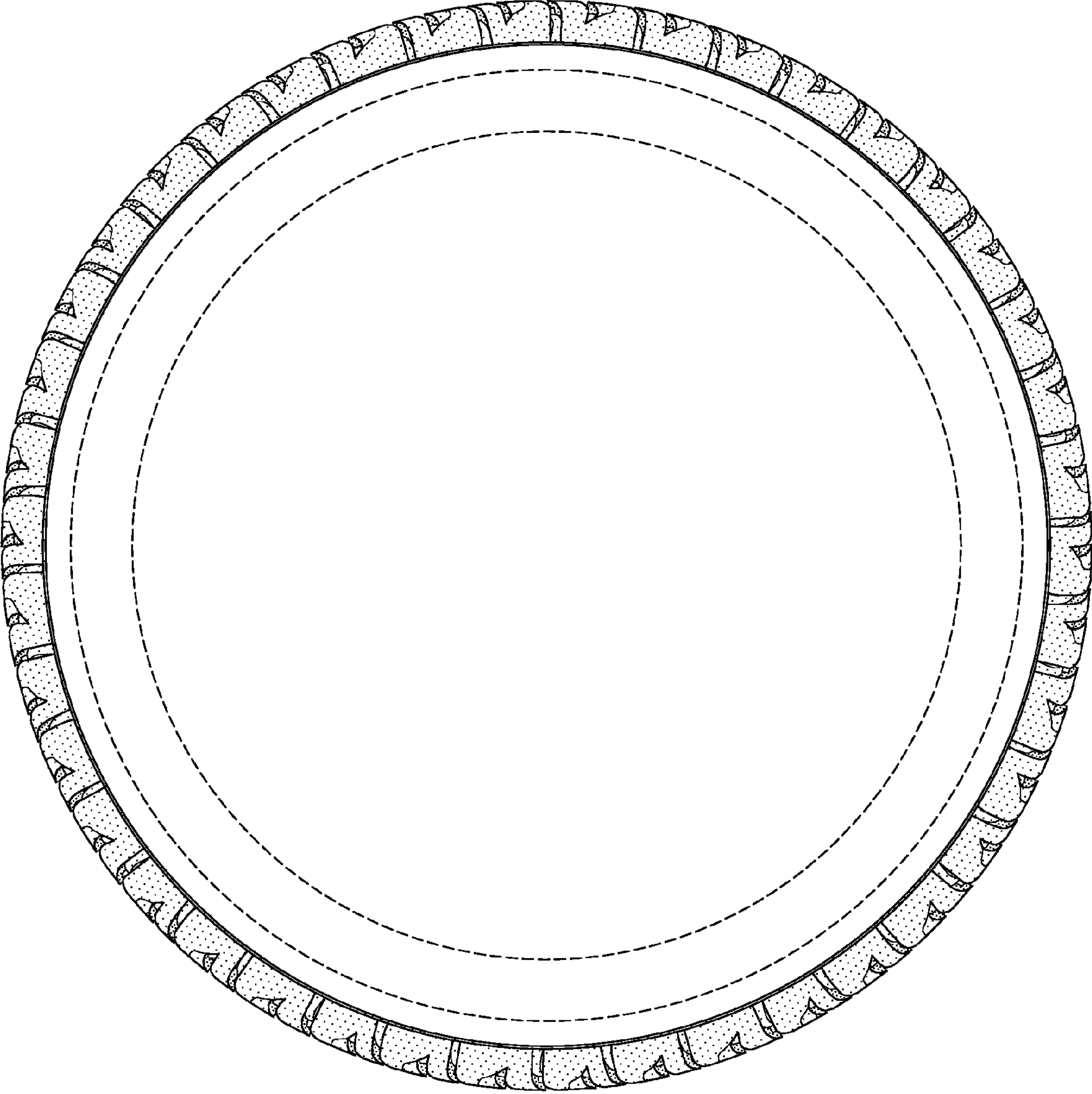


FIG-3

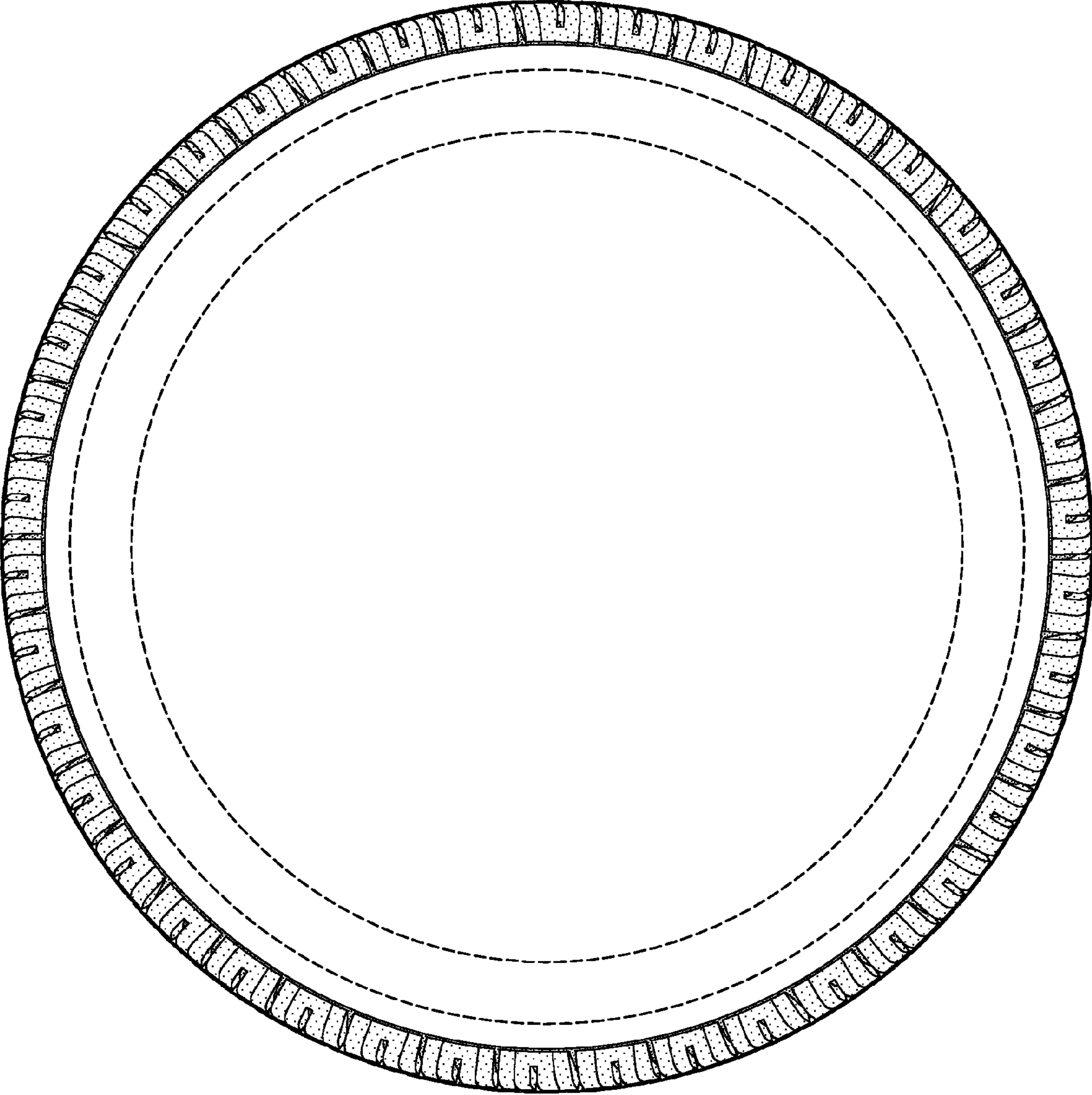


FIG-4

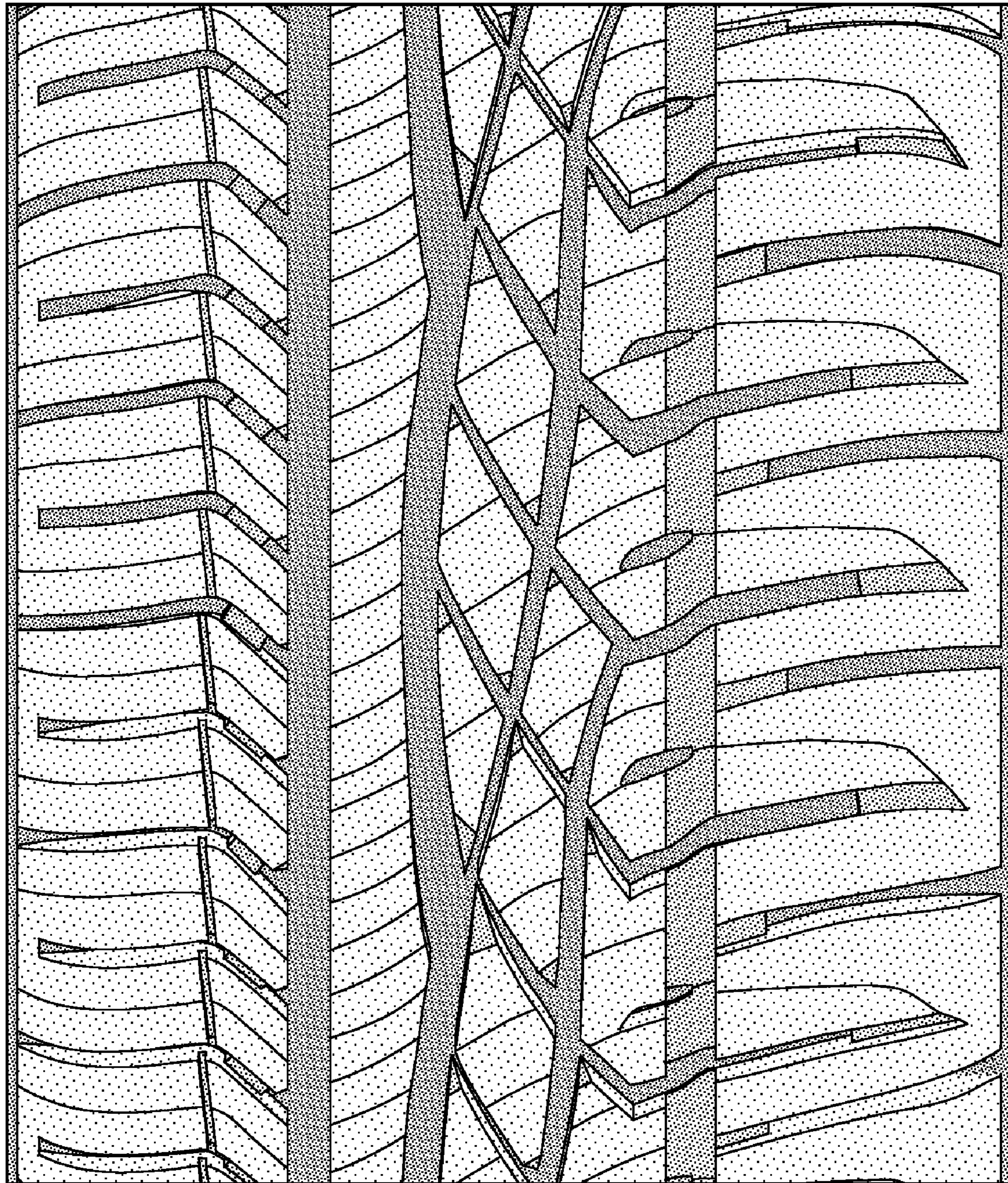


FIG-5

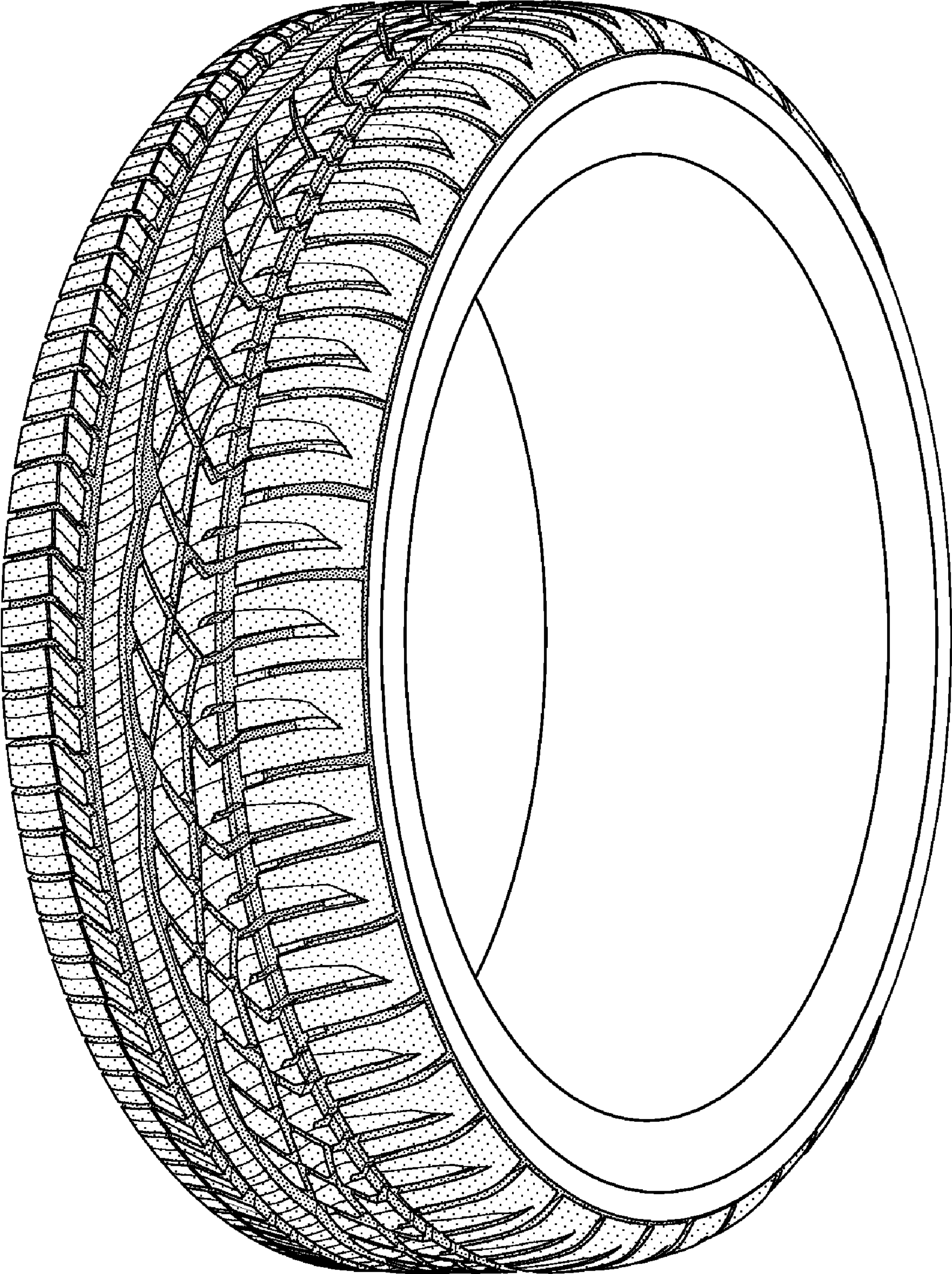


FIG-6

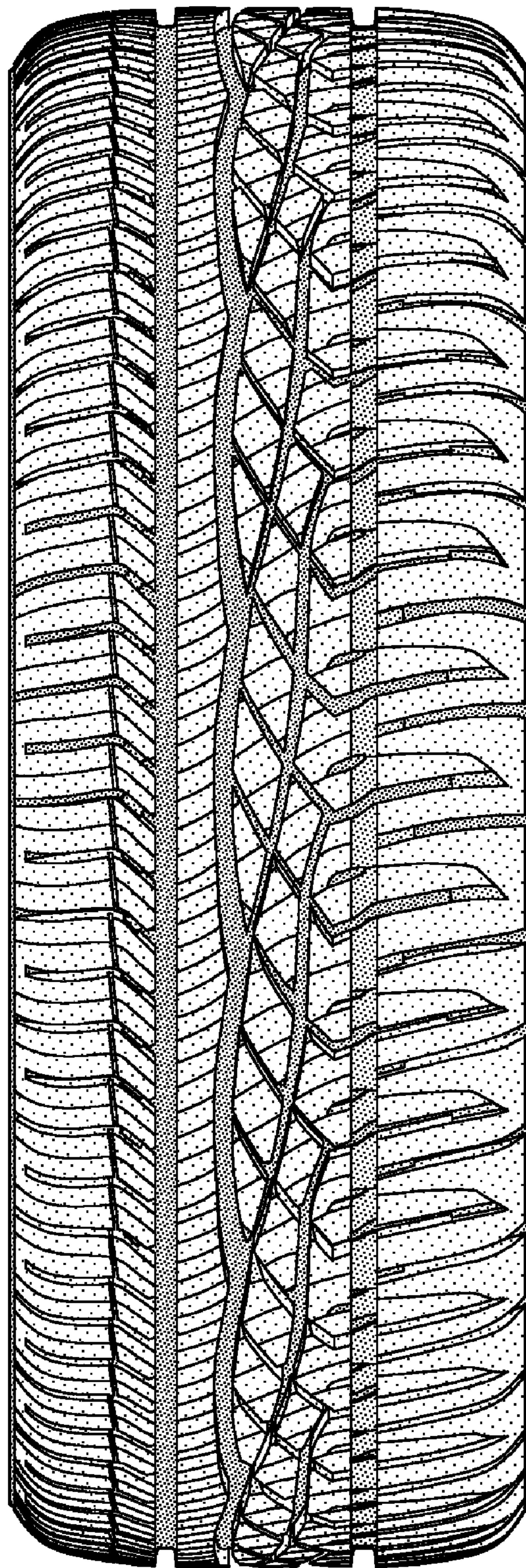


FIG-7