



US00D634250S

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

(10) **Patent No.:** **US D634,250 S**
(45) **Date of Patent:** **** Mar. 15, 2011**

(54) **WHEEL**

(75) Inventors: **Catalin Matei**, Redondo Beach, CA (US); **Peter Terry Petersen**, Rancho Palos Verdes, CA (US)

(73) Assignee: **Honda Motor Co., Ltd.**, Tokyo (JP)

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

(21) Appl. No.: **29/363,654**

(22) Filed: **Jun. 11, 2010**

(51) **LOC (9) Cl.** **12-16**

(52) **U.S. Cl.** **D12/209**

(58) **Field of Classification Search** D12/204-213;
301/37.101, 64.101, 64.201
See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

| | | | |
|--------------|---------|------------------|---------|
| D422,258 S * | 4/2000 | Hale, Jr. | D12/211 |
| D480,036 S * | 9/2003 | Laengerer | D12/211 |
| D483,714 S * | 12/2003 | Warming | D12/211 |
| D495,285 S * | 8/2004 | Phillips | D12/209 |
| D500,977 S * | 1/2005 | Kushartanto | D12/209 |
| D505,372 S * | 5/2005 | Kushartanto | D12/209 |
| D519,901 S * | 5/2006 | Panano | D12/209 |
| D519,907 S * | 5/2006 | Kikuchi | D12/211 |

| | | | |
|--------------|---------|--------------------|---------|
| D521,920 S * | 5/2006 | Phillips | D12/209 |
| D526,267 S * | 8/2006 | Looho | D12/211 |
| D530,253 S * | 10/2006 | Coutts | D12/209 |
| D535,238 S * | 1/2007 | Kim | D12/209 |
| D543,493 S * | 5/2007 | Kim | D12/209 |
| D567,736 S * | 4/2008 | Kim | D12/209 |
| D582,331 S * | 12/2008 | Blasi | D12/209 |
| D582,831 S * | 12/2008 | Musser | D12/211 |
| D621,767 S * | 8/2010 | Ectors et al. | D12/209 |
| D621,771 S * | 8/2010 | Truebsbach | D12/211 |
| D623,108 S * | 9/2010 | Spoerle | D12/209 |
| D625,243 S * | 10/2010 | Holstein | D12/211 |

* cited by examiner

Primary Examiner — Stacia Cadmus

(74) *Attorney, Agent, or Firm* — Plumsea Law Group, LLC; Mark E. Duell

(57) **CLAIM**

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

DESCRIPTION

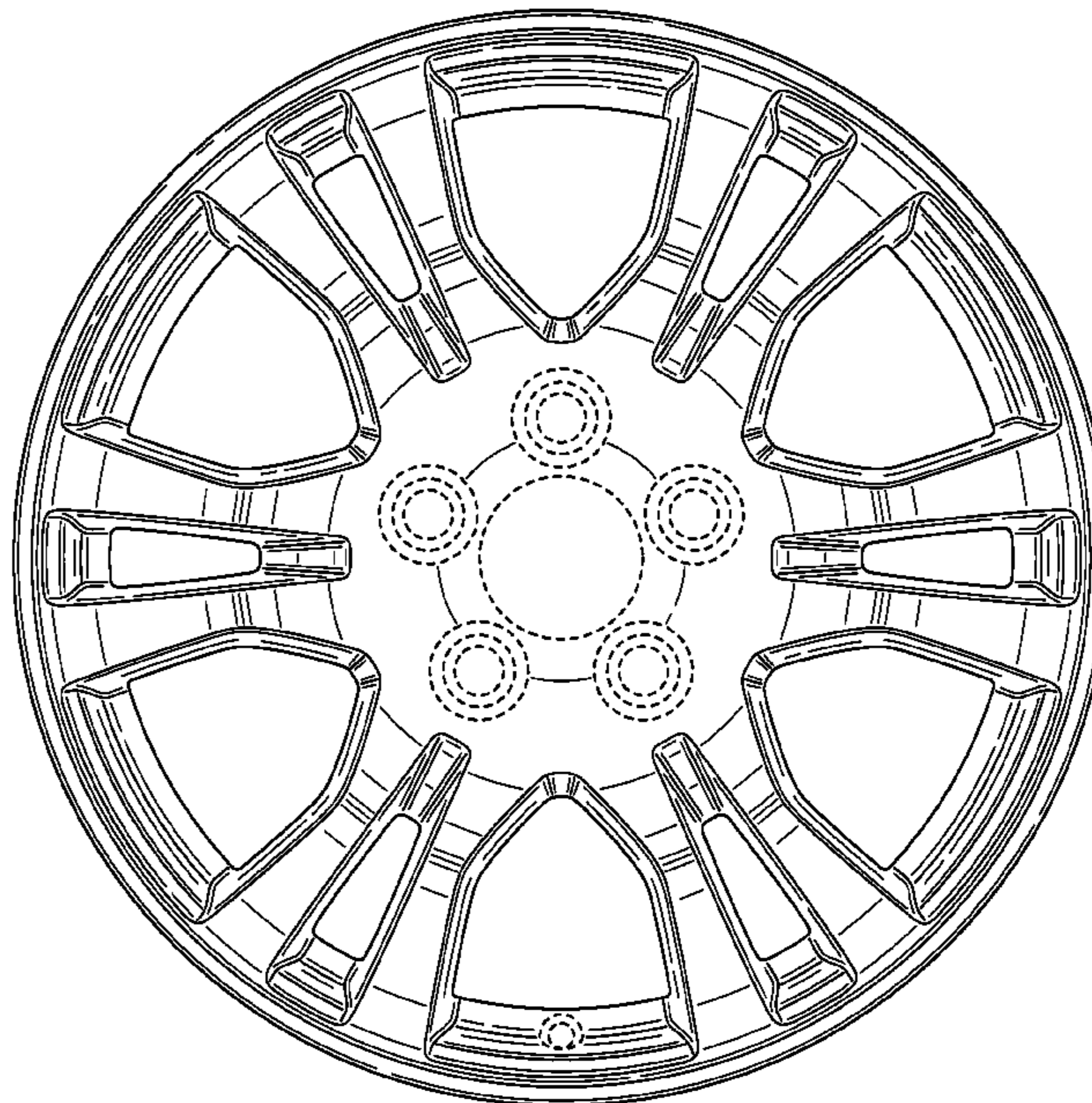
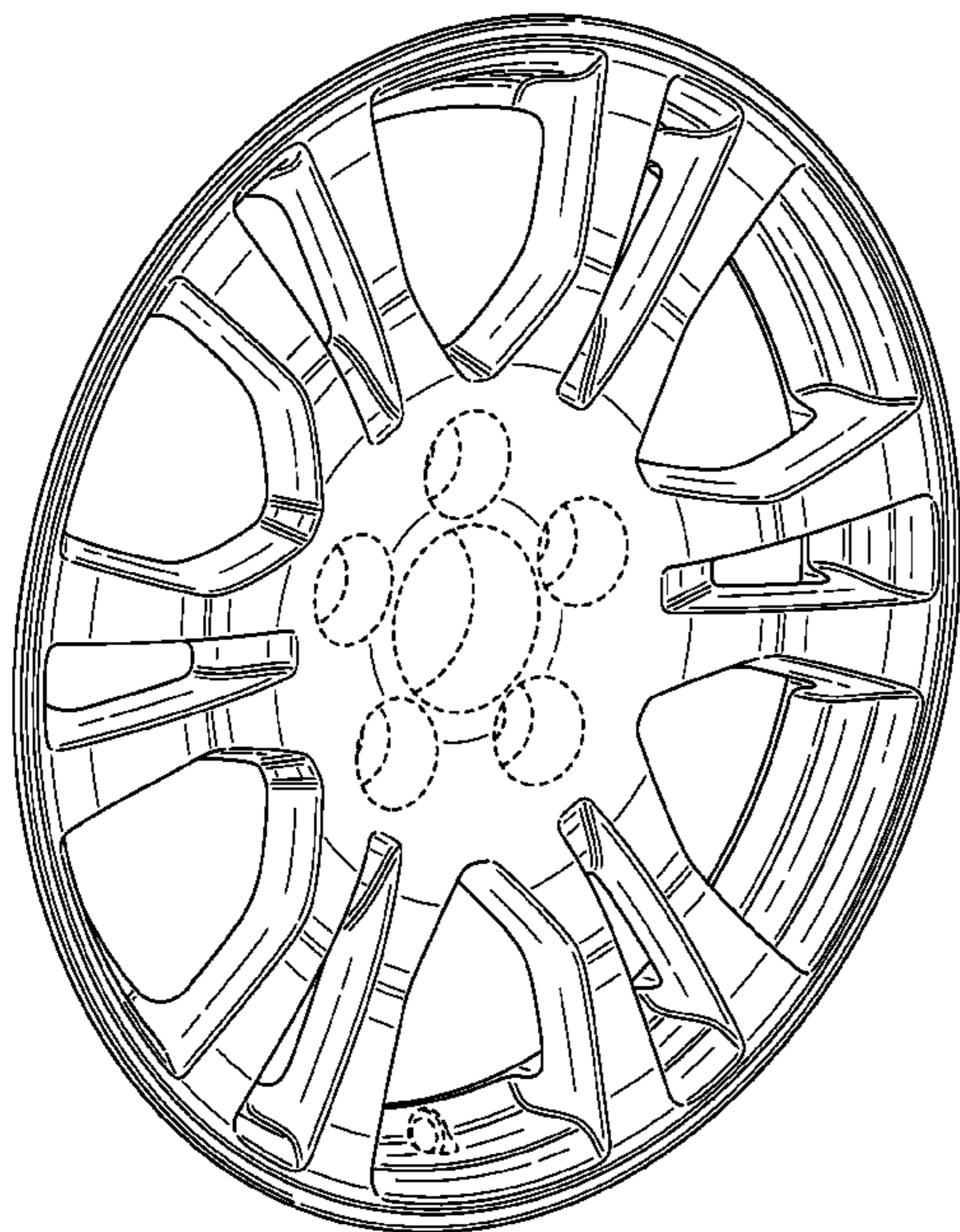
FIG. 1 is a perspective view of a wheel showing our new design;

FIG. 2 is an elevational view thereof; and,

FIG. 3 is an end elevational view thereof.

The broken line showings of the five bolt holes, center cap and valve stem hole in FIGS. 1 and 2 and of the rear structure of the wheel in FIG. 3 form no part of the claimed design.

1 Claim, 3 Drawing Sheets



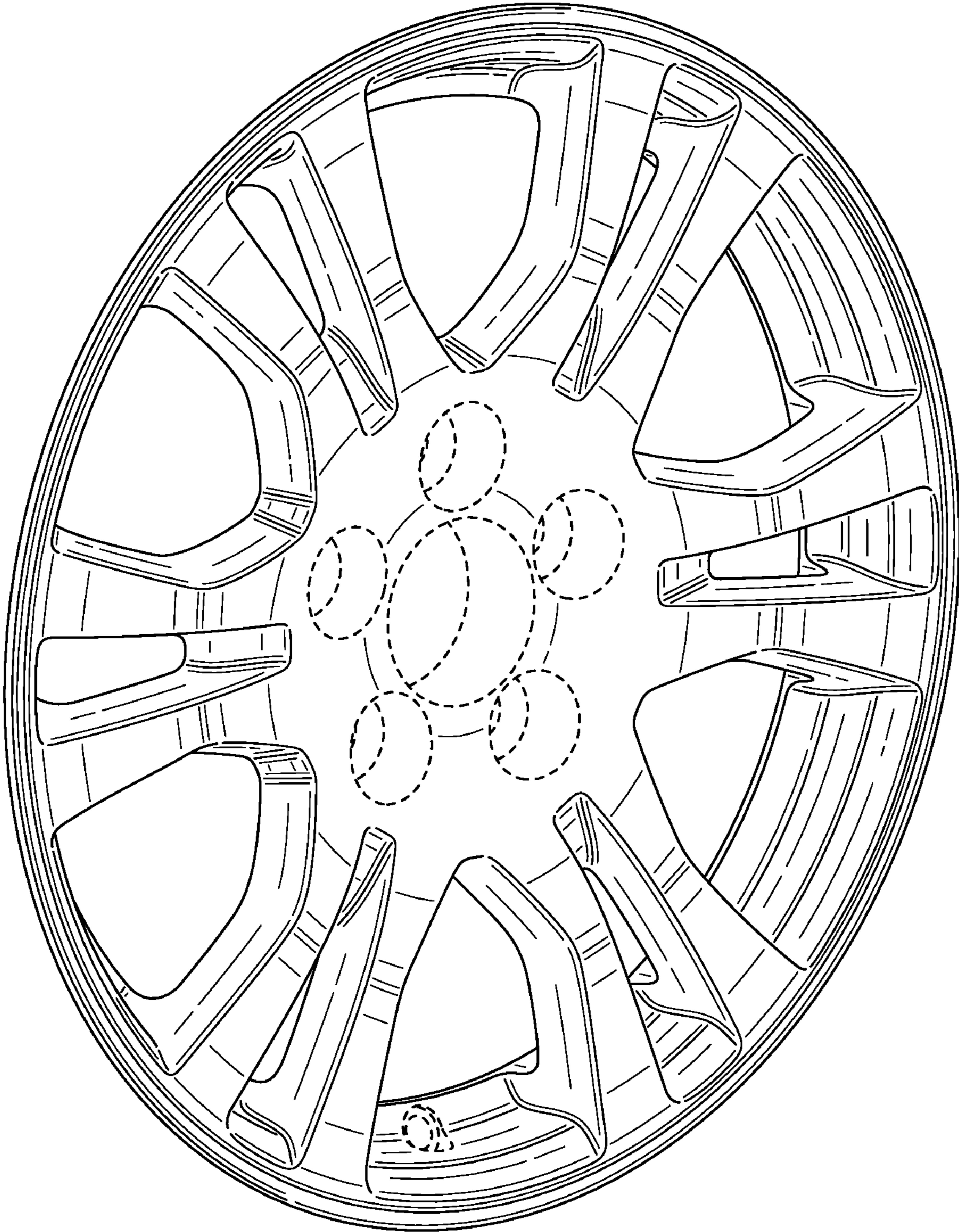


FIG. 1

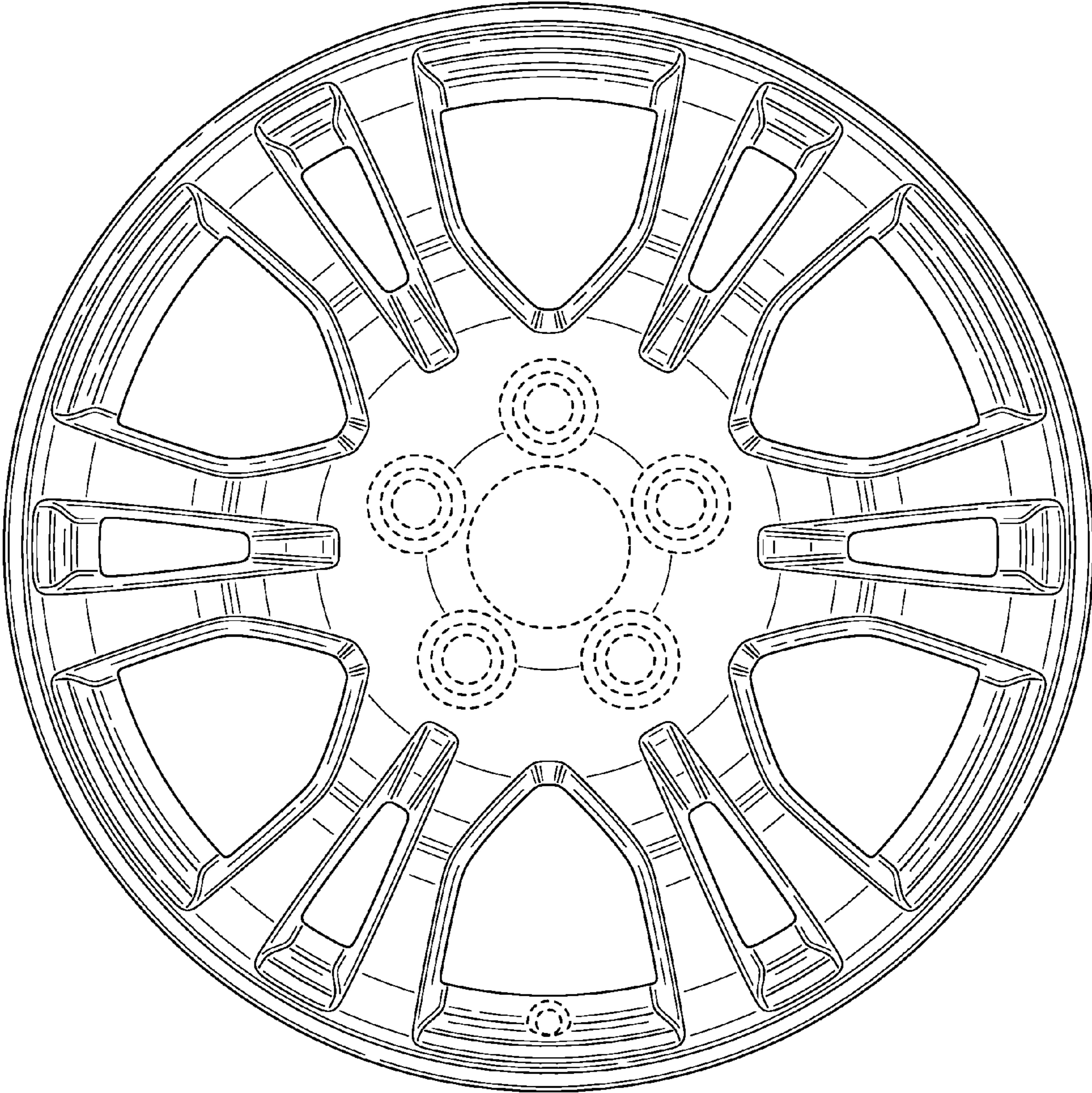


FIG. 2

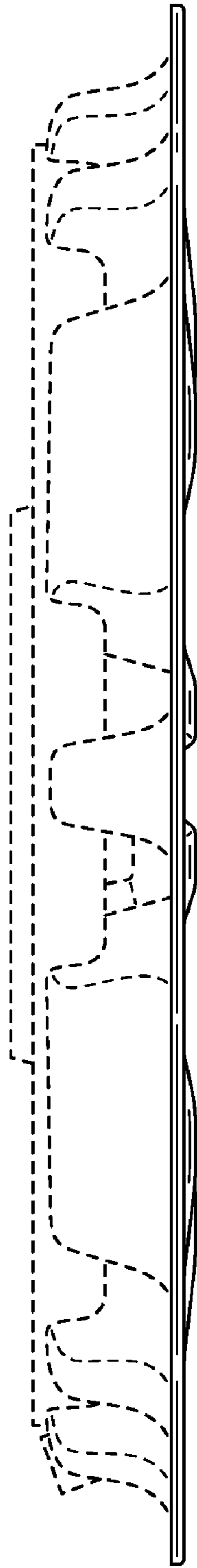


FIG. 3