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

(10) **Patent No.:** **US D748,048 S**  
(45) **Date of Patent:** **\*\* Jan. 26, 2016**

(54) **TREAD PORTION OF AN AUTOMOBILE TIRE**

D647,468 S \* 10/2011 Weaver ..... D12/588  
D662,036 S \* 6/2012 Oki ..... D12/600  
D675,981 S \* 2/2013 Kuwahara ..... D12/600

(71) Applicant: **BRIDGESTONE CORPORATION**,  
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Bridgestone M711 Tire dated 2015. Foundonline [Oct. 16, 2015]  
<http://tiresaddict.com/vendor/bridgestone/m711/>\*

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\* cited by examiner

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

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(21) Appl. No.: **29/493,926**

(22) Filed: **Jun. 16, 2014**

(57) **CLAIM**

The ornamental design for a tread portion of an automobile tire, as shown and described.

(30) **Foreign Application Priority Data**

**DESCRIPTION**

Feb. 28, 2014 (JP) ..... 2014-004295

(51) **LOC (10) Cl.** ..... **12-15**

(52) **U.S. Cl.**  
USPC ..... **D12/600**

(58) **Field of Classification Search**  
USPC ..... D12/568-604  
CPC ..... B60C 1/0016; B60C 11/0306; B60C  
11/0302; B60C 3/06

See application file for complete search history.

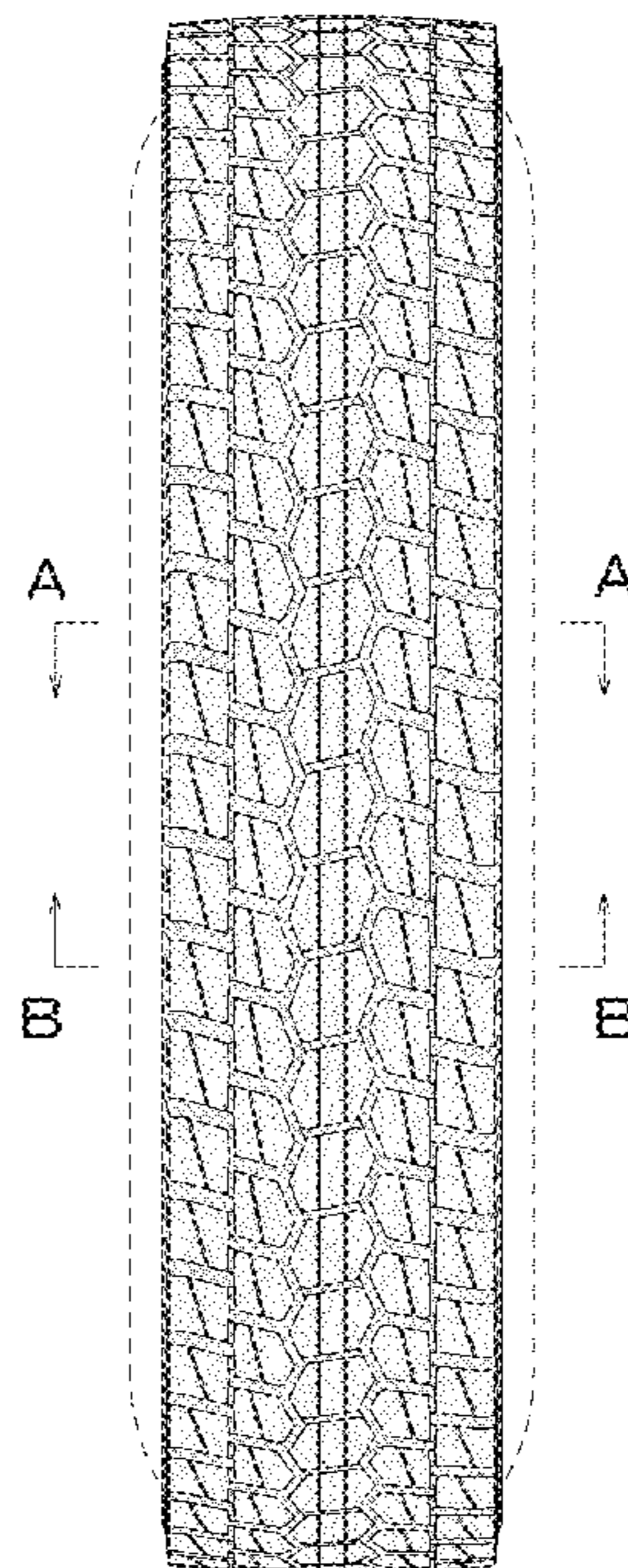
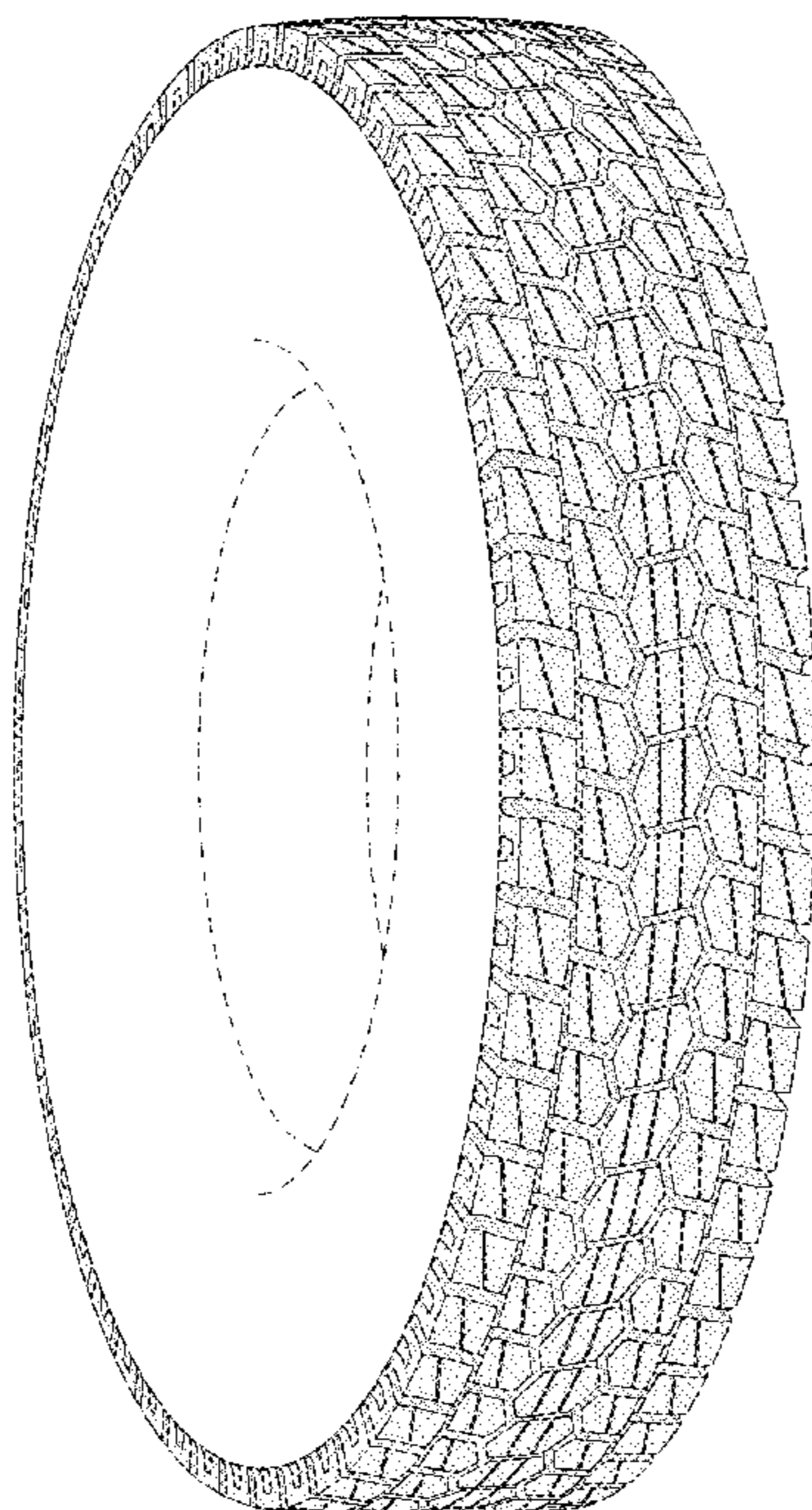
FIG. 1 is a perspective view of a tread portion of an automobile tire showing my design;  
FIG. 2 is a front view thereof;  
FIG. 3 is a right side view thereof;  
FIG. 4 is a left side view thereof;  
FIG. 5 is a rear view thereof;  
FIG. 6 is a fragmentary enlarged front view surrounded by line A-A and B-B in FIG. 2; and,  
FIG. 7 is a sectional view taken along line 7-7 in FIG. 6.  
The intermediate and dark stippled shading in FIGS. 1-6 represent tread grooves having the depth shown in FIG. 7.  
The broken lines are used to show portions of the tire that are not being claimed, and thus form no part of the claimed design.

(56) **References Cited**

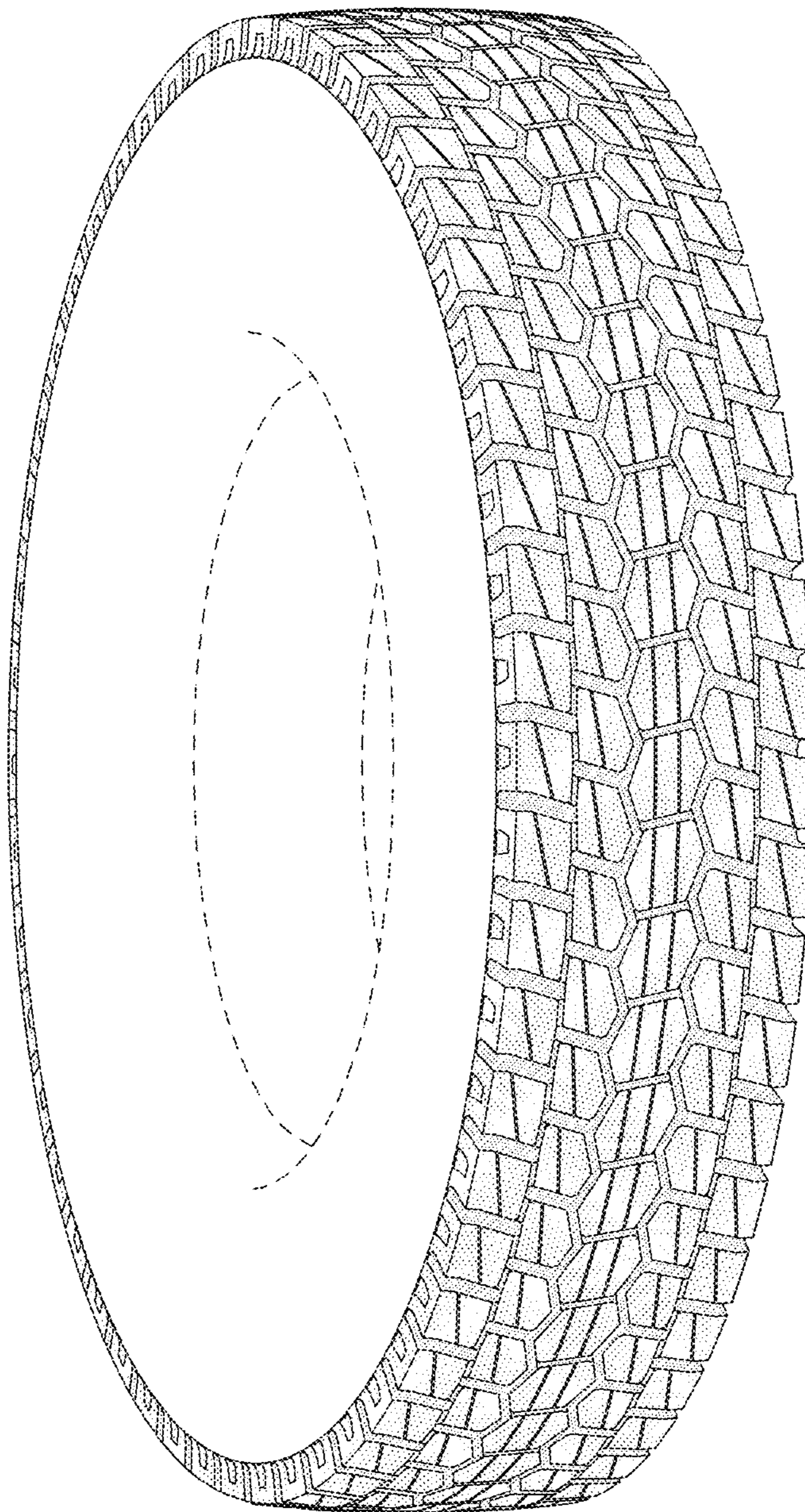
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D458,584 S \* 6/2002 Young ..... D12/600  
D647,036 S \* 10/2011 Yamaguchi ..... D12/588

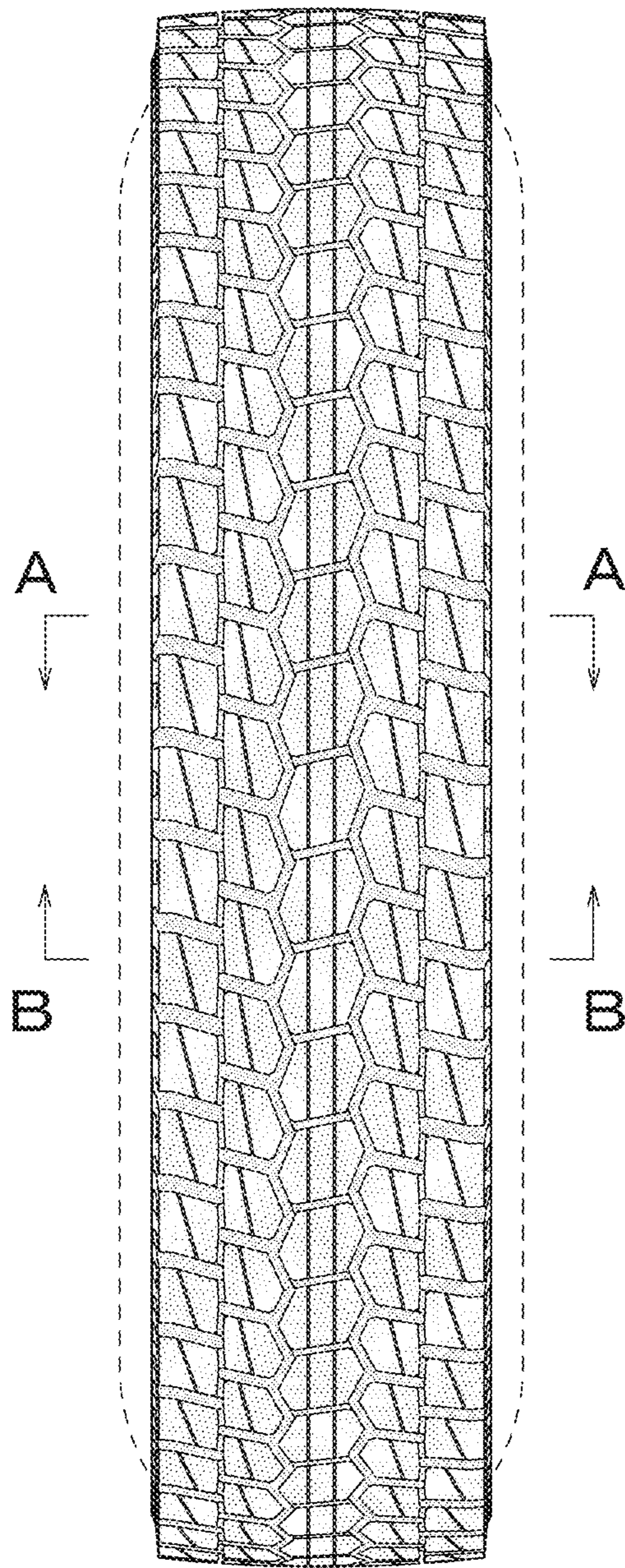
**1 Claim, 7 Drawing Sheets**



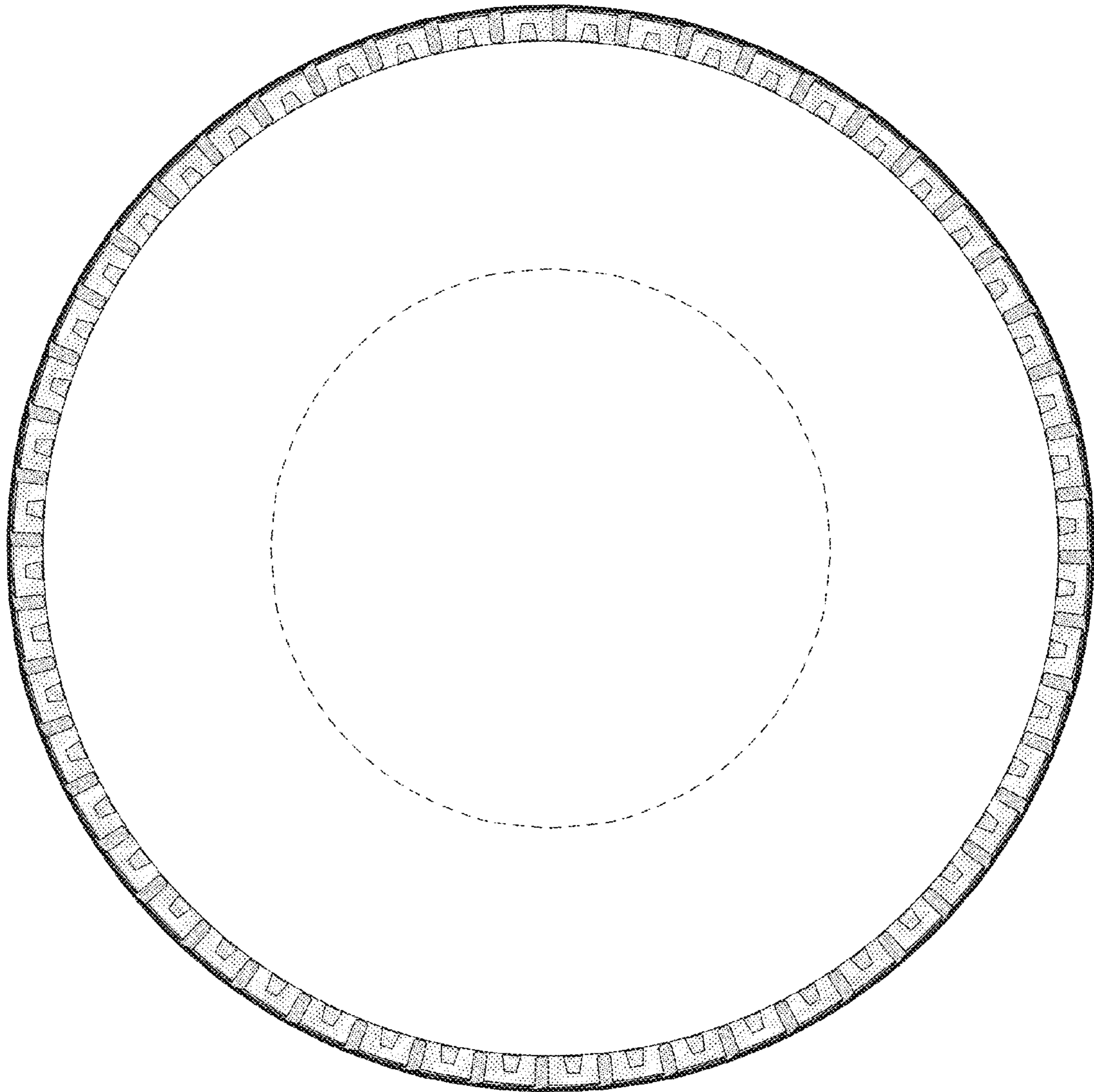
*FIG. 1*



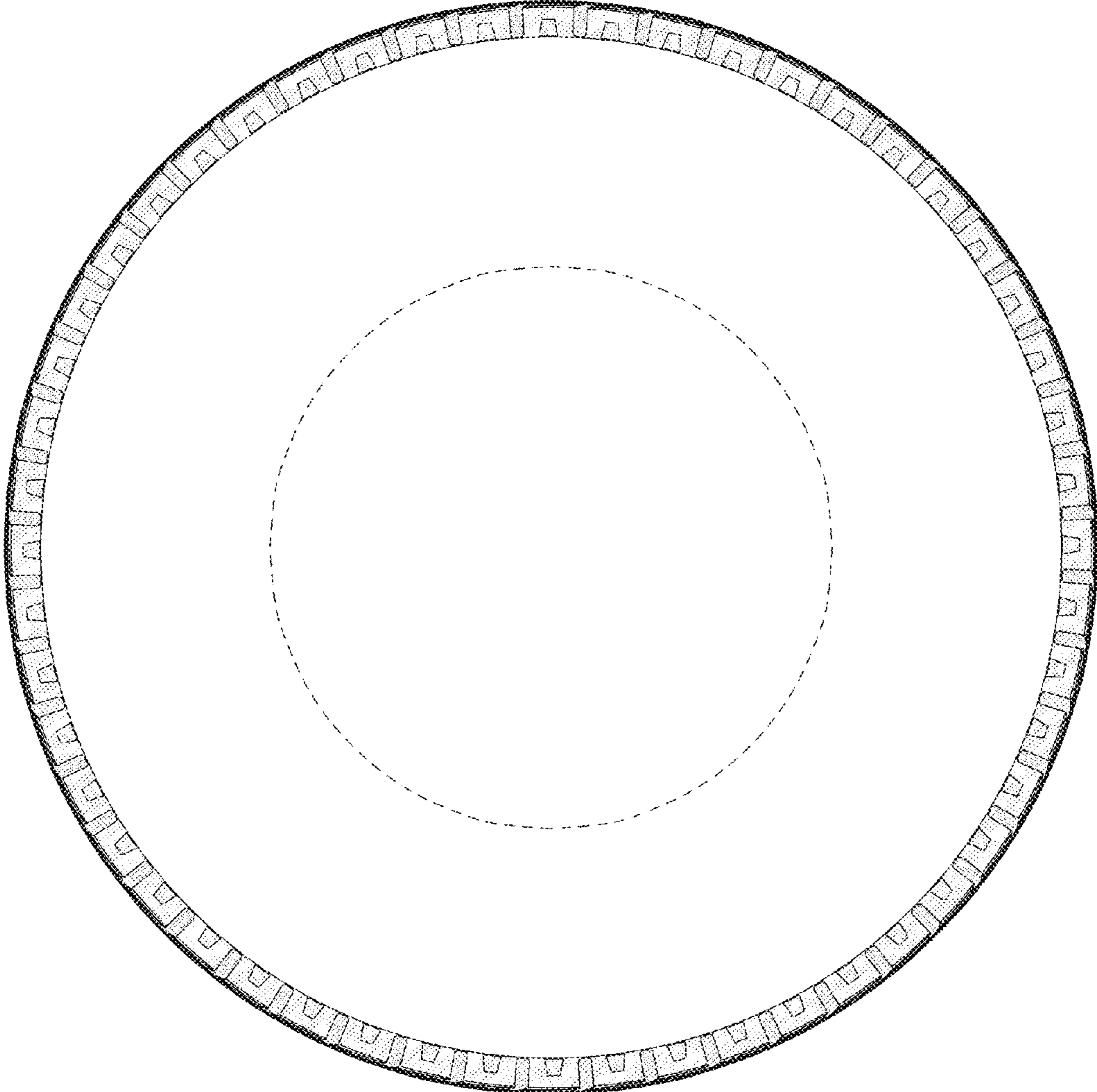
*FIG. 2*



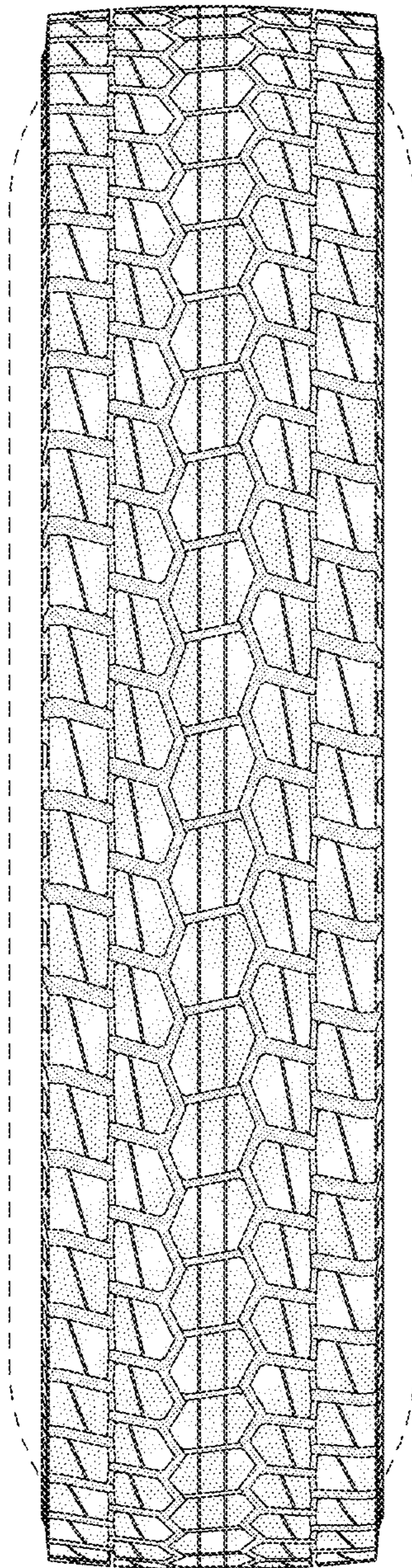
*FIG. 3*



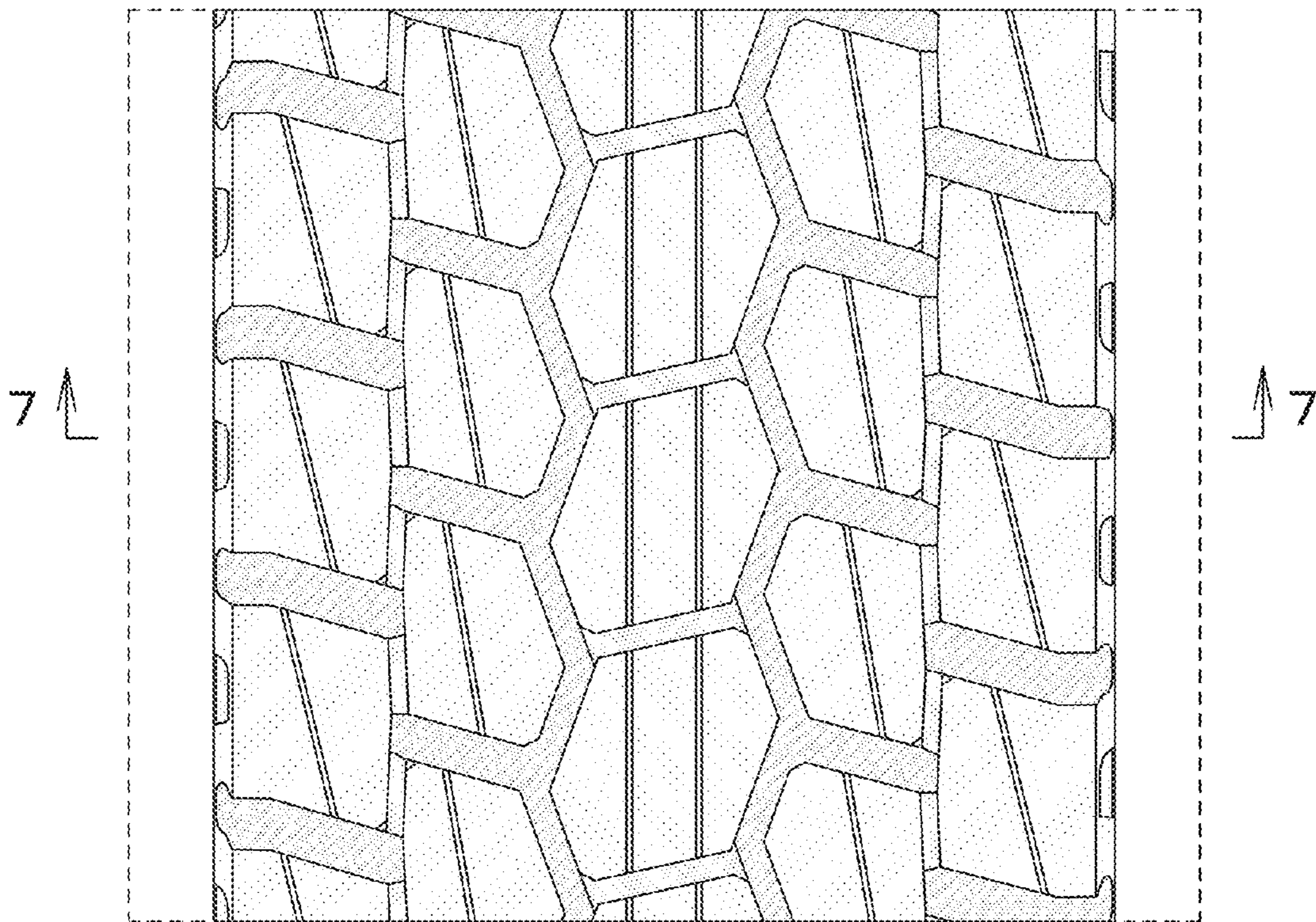
*FIG. 4*



*FIG. 5*



*FIG. 6*



*FIG. 7*

