



US00D763182S

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

(10) **Patent No.:** **US D763,182 S**
(45) **Date of Patent:** **** Aug. 9, 2016**

(54) **AUTOMOBILE TIRE**

FOREIGN PATENT DOCUMENTS

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JP D1217737 9/2004

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Nov. 4, 2014—(JP) Notification of Reasons for Refusal—App 2014-011882—Eng Tran.

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

* cited by examiner

(21) Appl. No.: **29/510,383**

Primary Examiner — George D Kirschbaum

Assistant Examiner — Jennifer Watkins

(22) Filed: **Nov. 26, 2014**

(74) *Attorney, Agent, or Firm* — Banner & Witcoff, Ltd.

(30) **Foreign Application Priority Data**

(57) **CLAIM**

The ornamental design for an automobile tire, as shown and described.

Jun. 2, 2014 (JP) 2014-011882

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

DESCRIPTION

(52) **U.S. Cl.**

USPC **D12/592**

(58) **Field of Classification Search**

USPC D12/568–603

CPC B60C 5/00; B60C 11/04; B60C 11/11;

B60C 11/13; B60C 11/12; B60C 2011/1213;

B60C 11/03

See application file for complete search history.

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FIG. 1 is a perspective view of an automobile tire showing my new design;

FIG. 2 is a front view thereof;

FIG. 3 is a rear view thereof;

FIG. 4 is a left side view thereof;

FIG. 5 is a right side view thereof;

FIG. 6 is a partially enlarged view of a portion defined by lines 6-6 shown in FIG. 1;

FIG. 7 is a partially enlarged view of a portion defined by lines 7-7 shown in FIG. 2; and,

FIG. 8 is an end view of a portion defined by lines 8-8 shown in FIG. 7.

The evenly dashed broken lines defining the sidewall and inner bead depict portions of an automobile tire that form no part of the claim. The unevenly dashed broken line in the figures is for the purpose of depicting the peripheral boundary between the claimed tire tread and the unclaimed sidewall that forms no part of the claim.

1 Claim, 8 Drawing Sheets

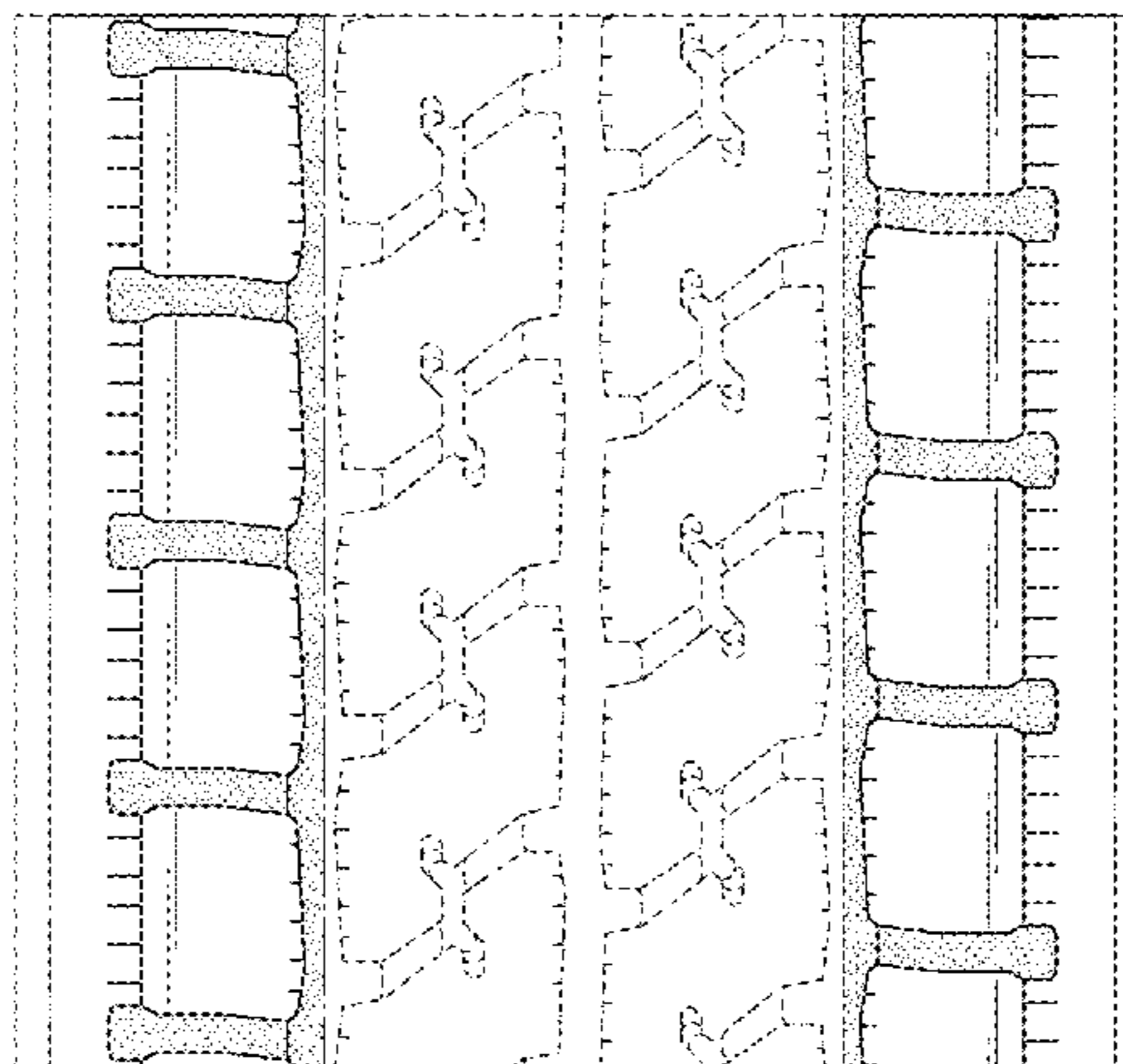
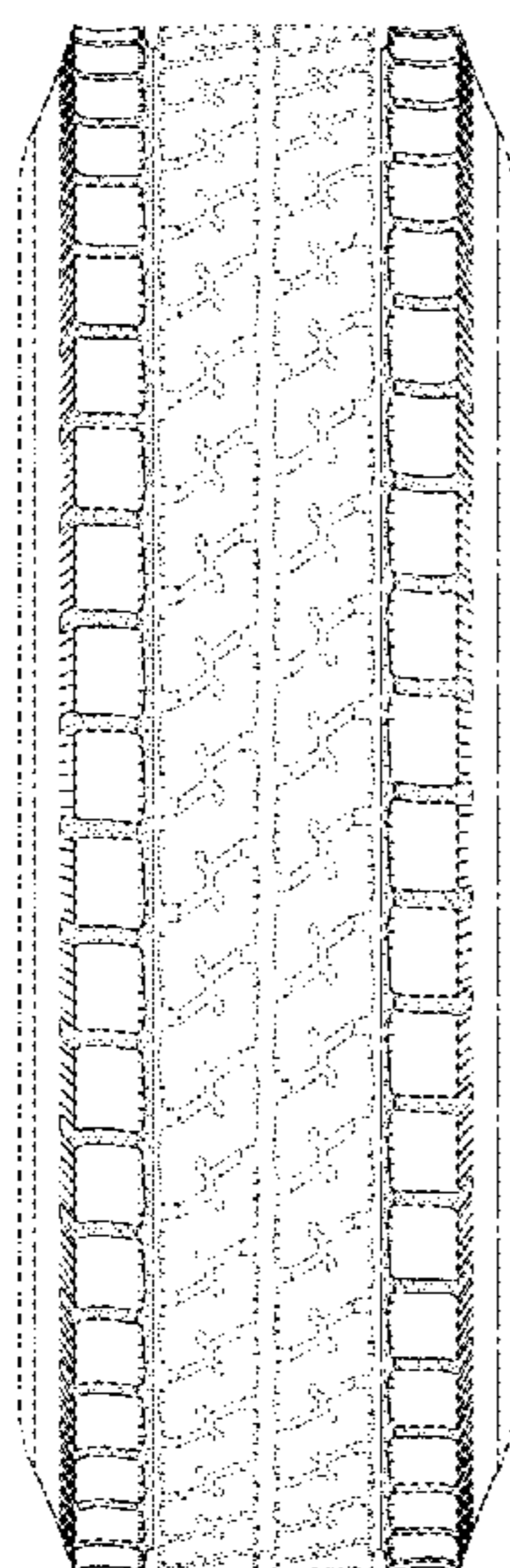


FIG. 1

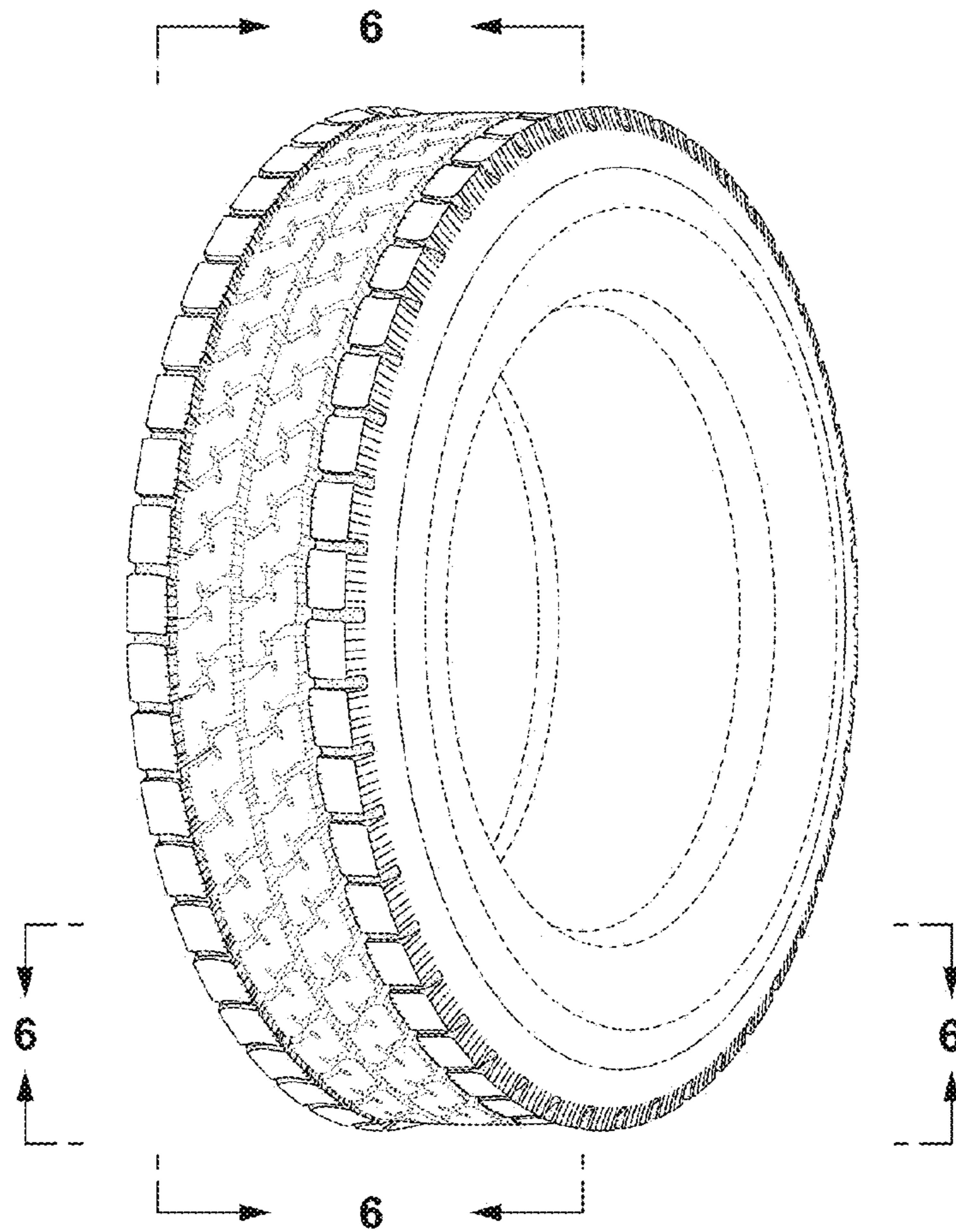


FIG. 2

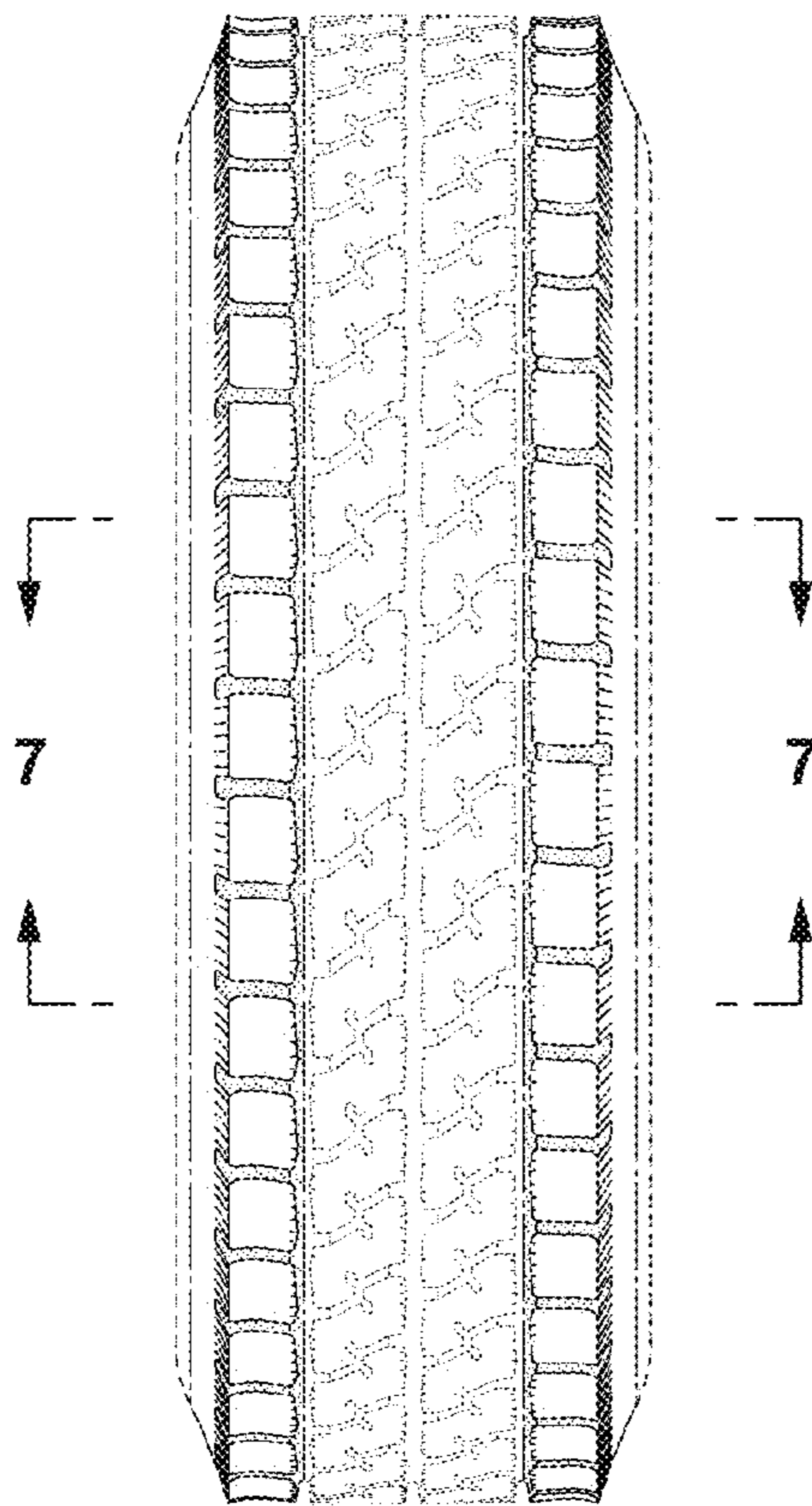


FIG. 3

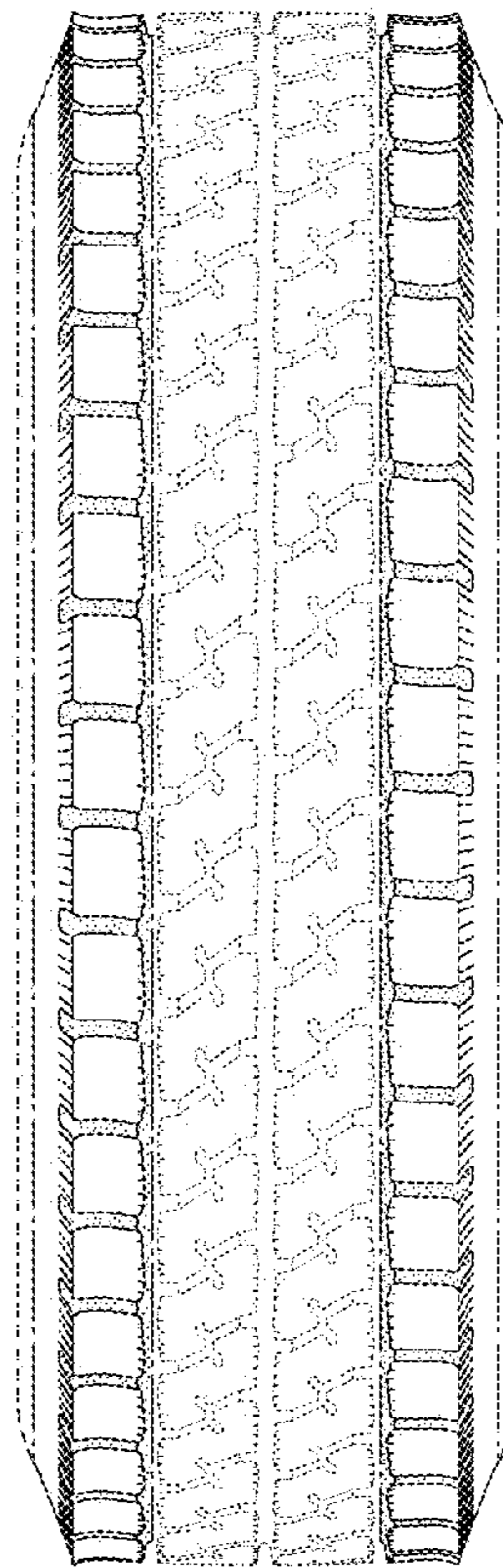


FIG. 4

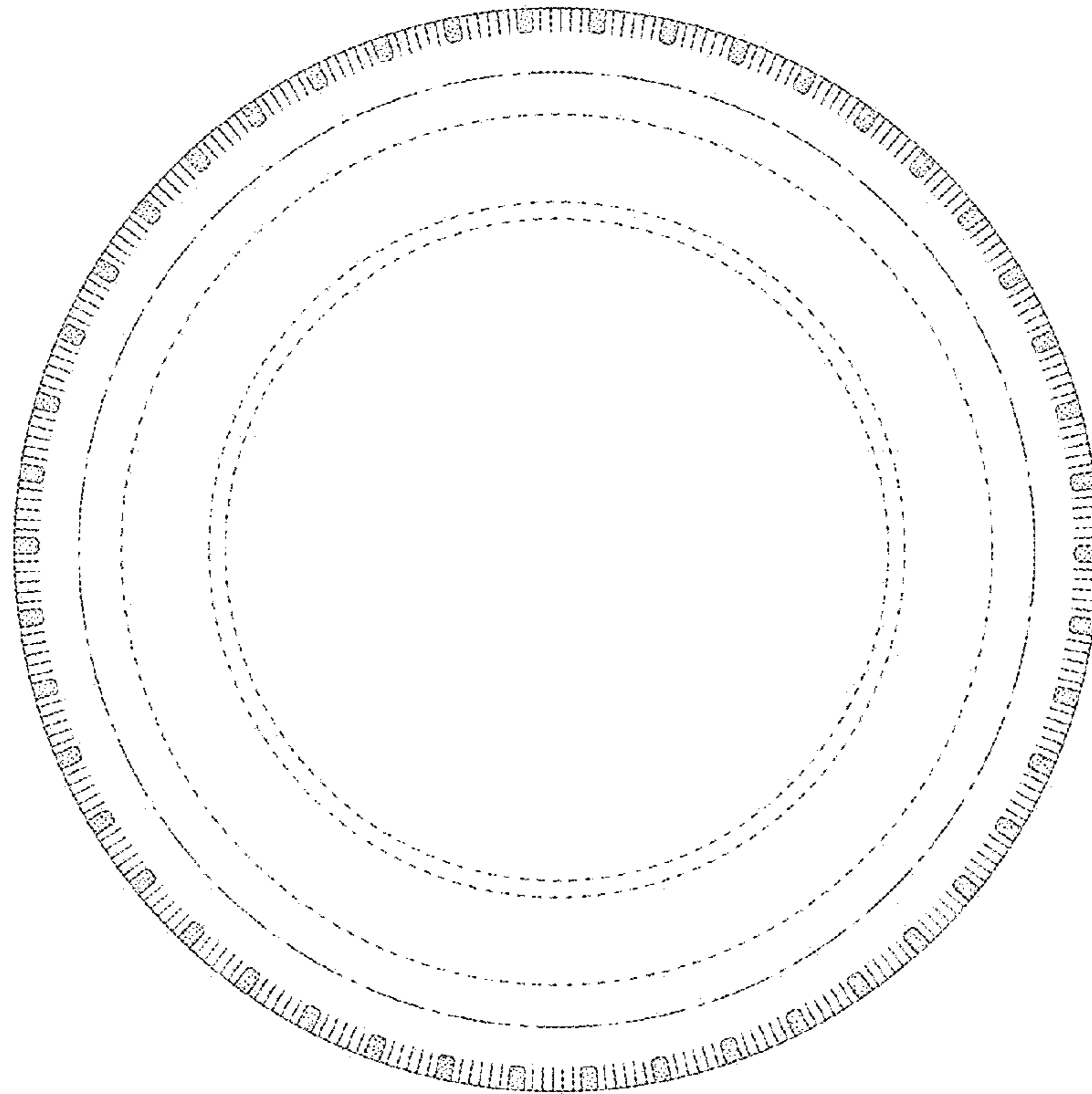


FIG. 5

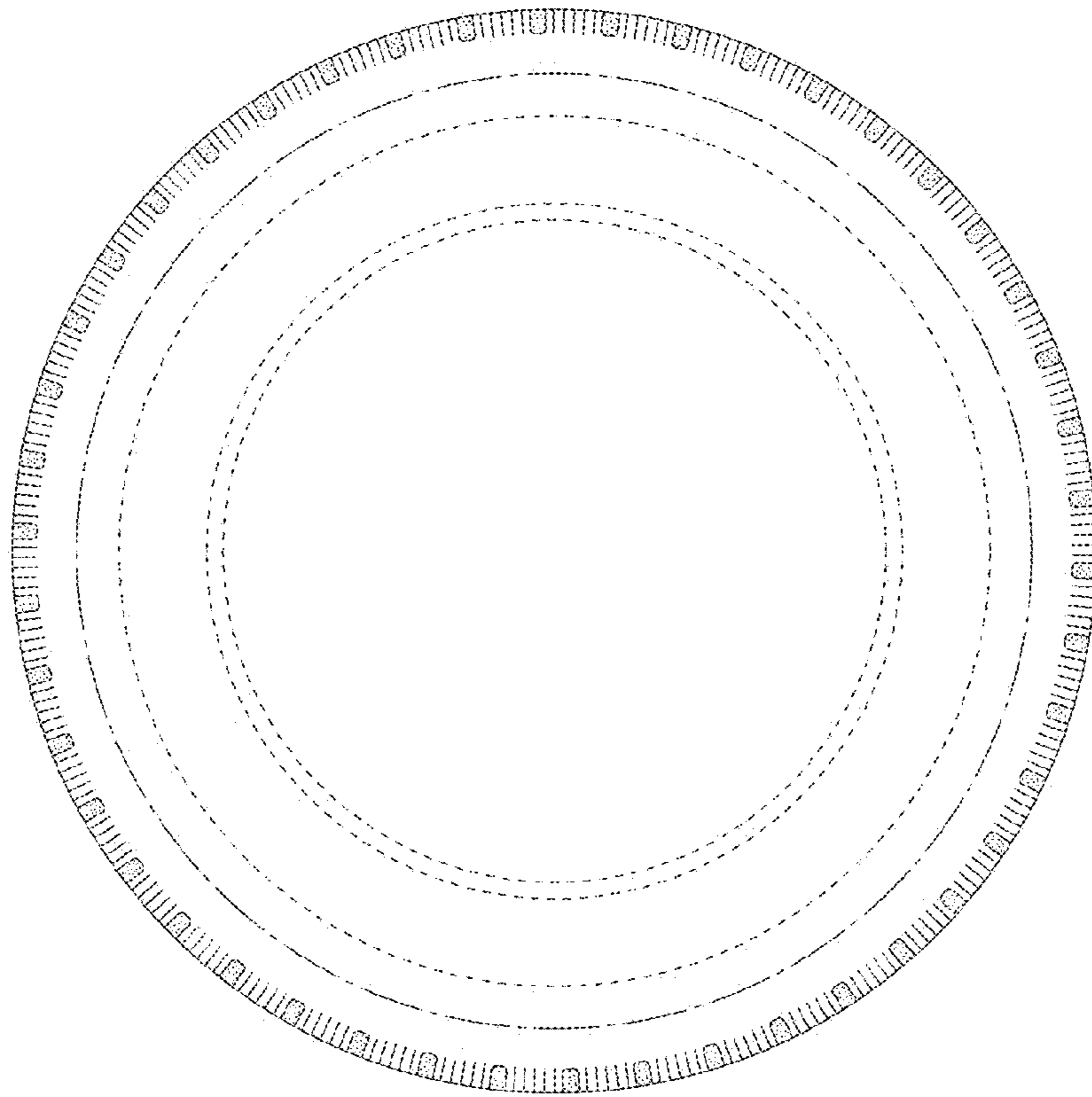


FIG. 6

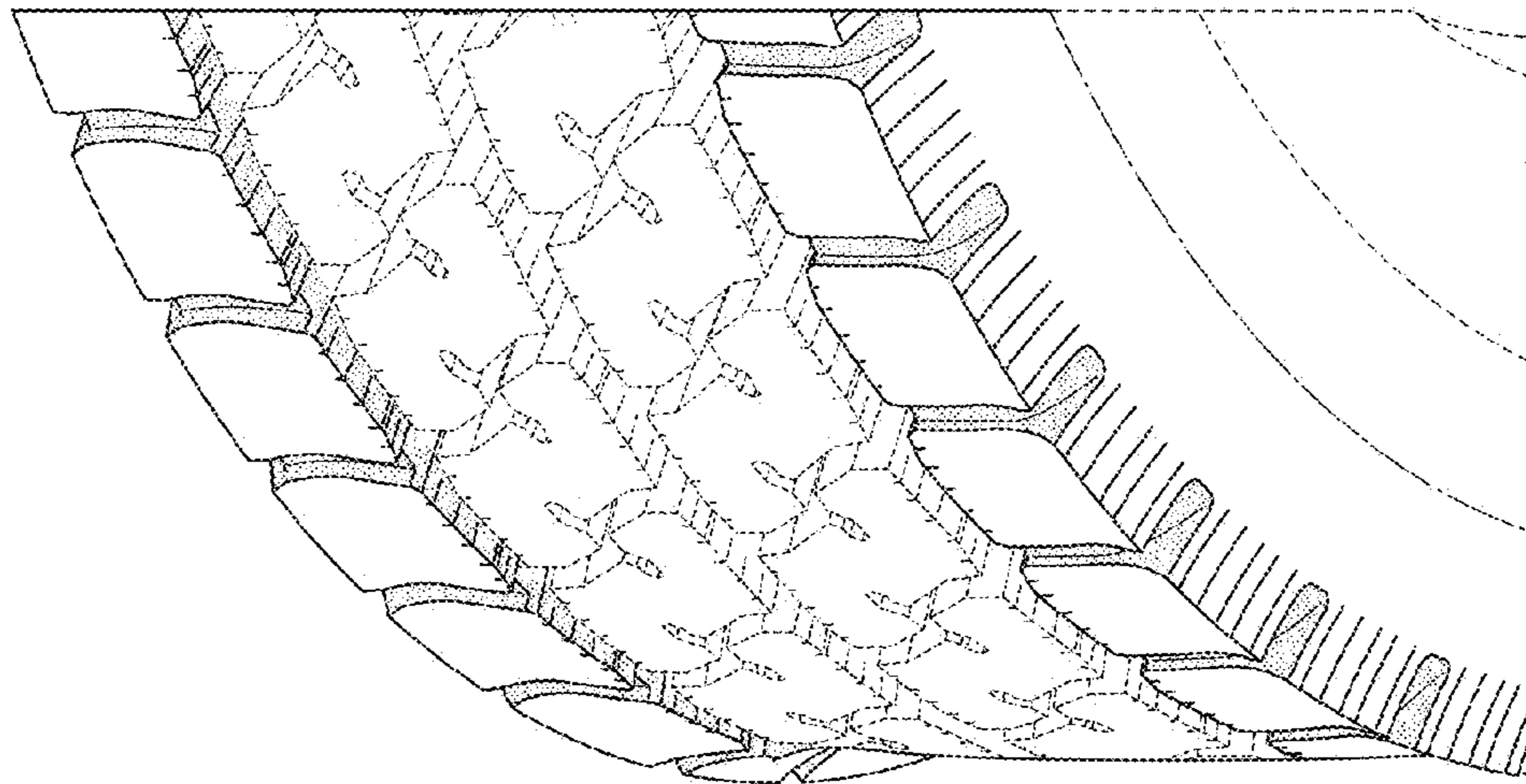


FIG. 7

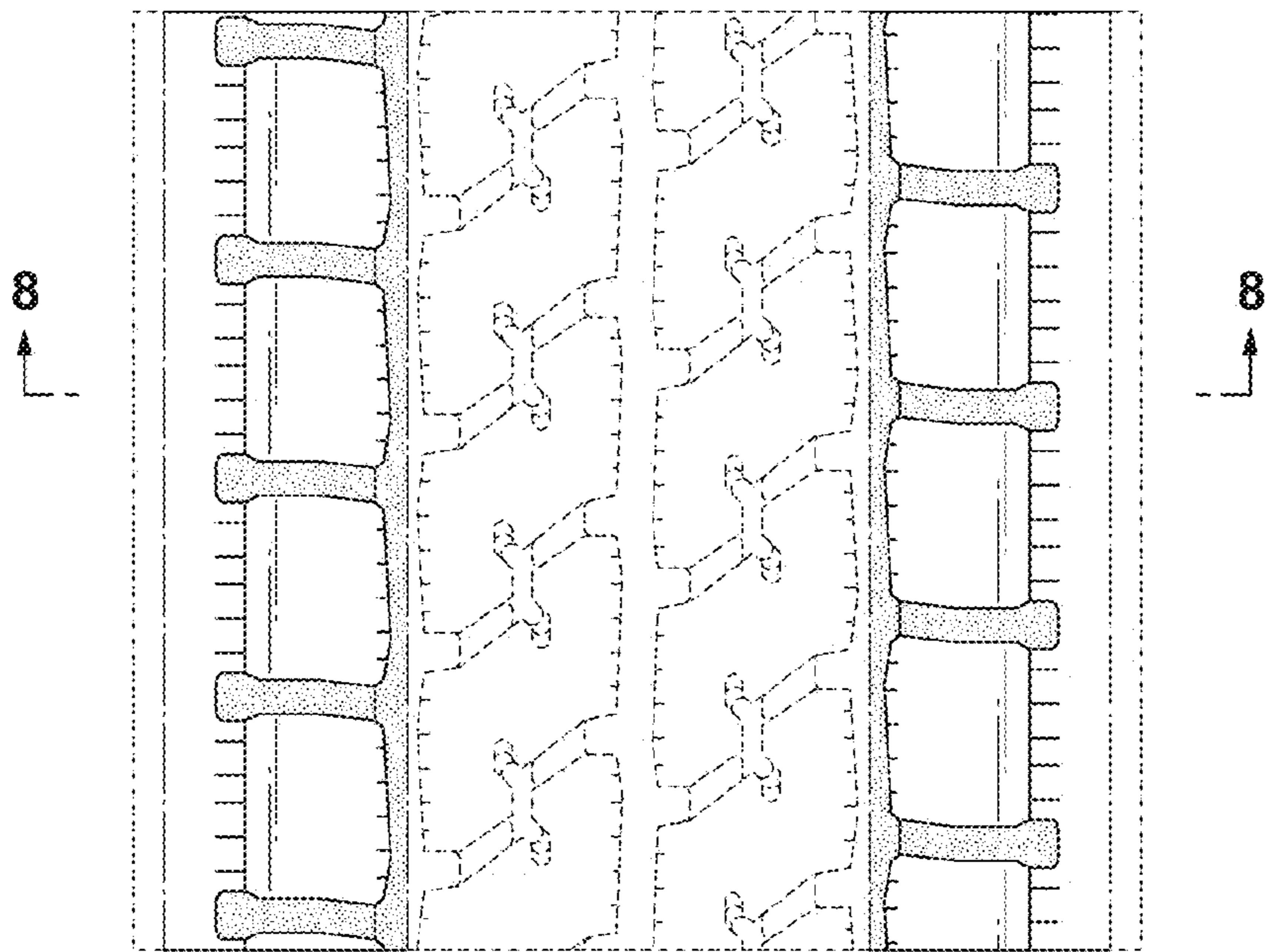


FIG. 8

