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(12) **United States Design Patent** (10) **Patent No.:** **US D821,677 S**  
**Smiley** (45) **Date of Patent:** **\*\* Jun. 26, 2018**

(54) **COUNTERWEIGHT**  
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 (73) Assignee: **The Raymond Corporation**, Greene,  
 NY (US)  
 (\*\*) Term: **15 Years**  
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 (22) Filed: **Aug. 11, 2017**

**Related U.S. Application Data**

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 1, 2016, now Pat. No. Des. 797,398.  
 (51) **LOC (11) Cl.** ..... **12-05**  
 (52) **U.S. Cl.**  
 USPC ..... **D34/35**  
 (58) **Field of Classification Search**  
 USPC ..... D34/34, 35; D15/10, 22-29, 30, 31, 33;  
 296/193.03, 193.08; 172/611, 776;  
 180/69.24, 89.1, 89.12, 89.13, 326, 900;  
 37/443, 379; 414/601, 602, 685, 687,  
 414/688, 694, 722-724, 699, 680, 698,  
 414/719, 743; 212/178, 195; D12/163,  
 D12/167, 190, 400  
 CPC . B62B 3/02; B62B 3/0612; B66F 5/02; B66F  
 5/025; B66F 7/246  
 See application file for complete search history.

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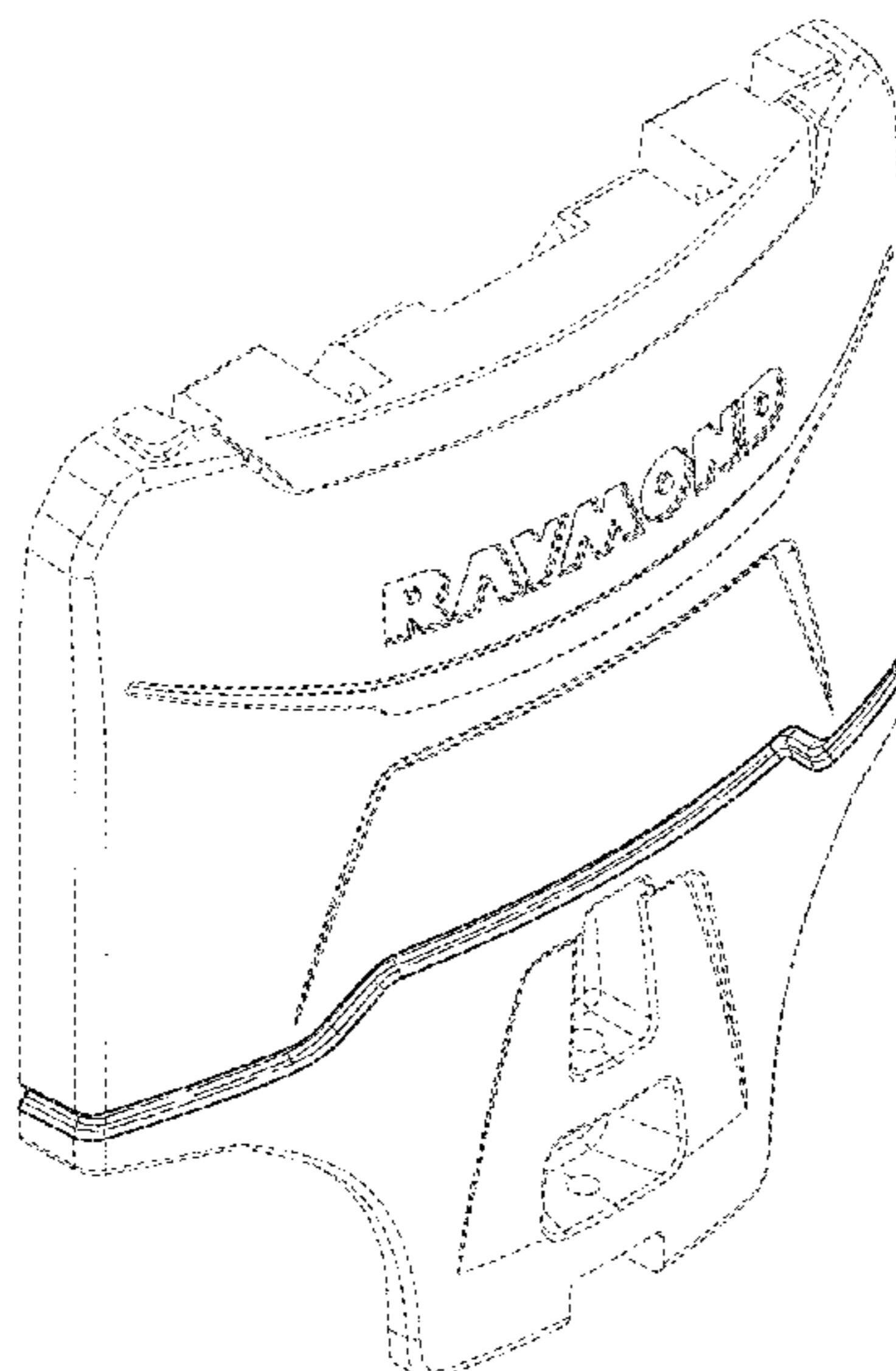
(57) **CLAIM**

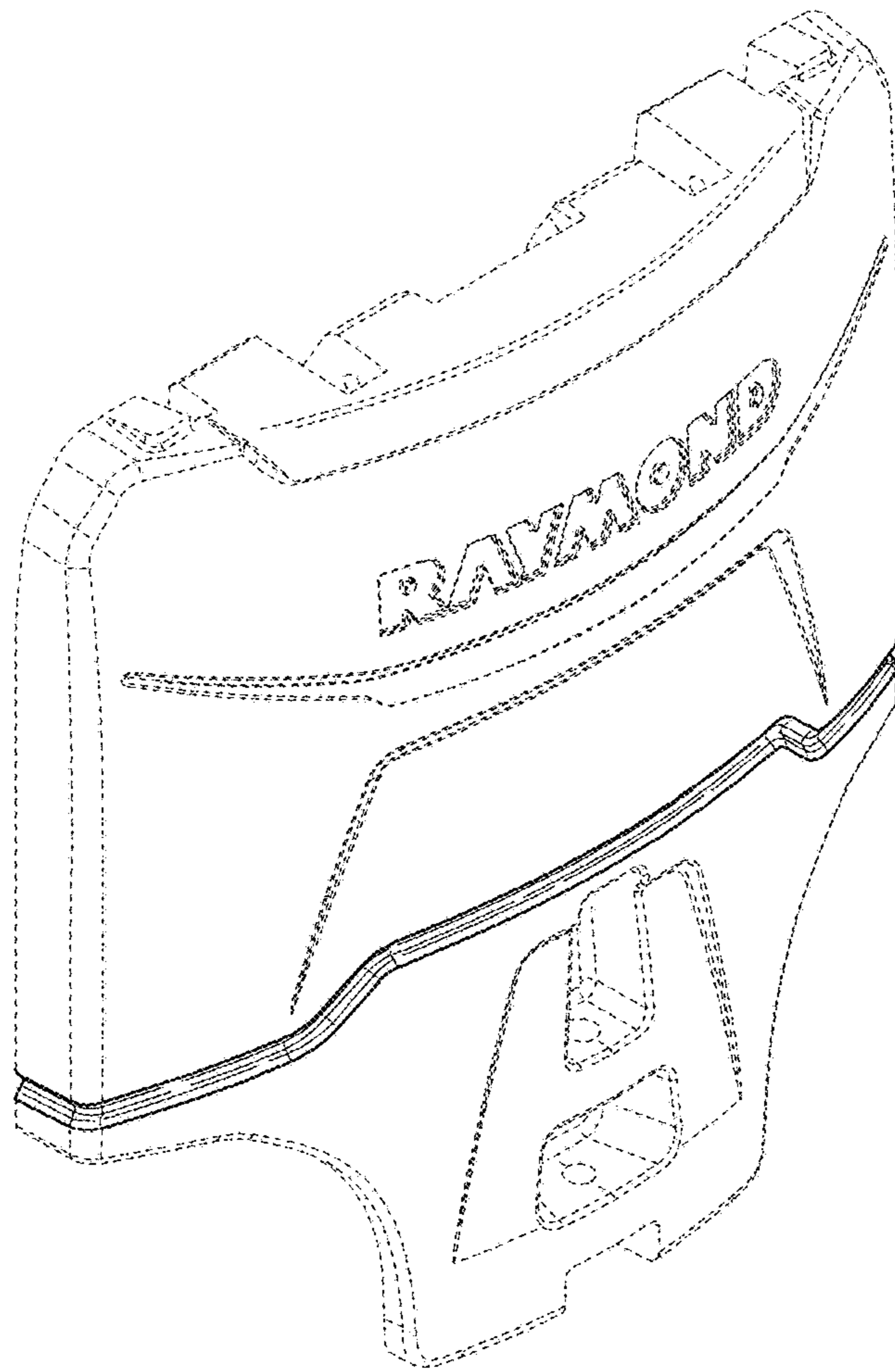
The ornamental design for a counterweight, as shown and described.

**DESCRIPTION**

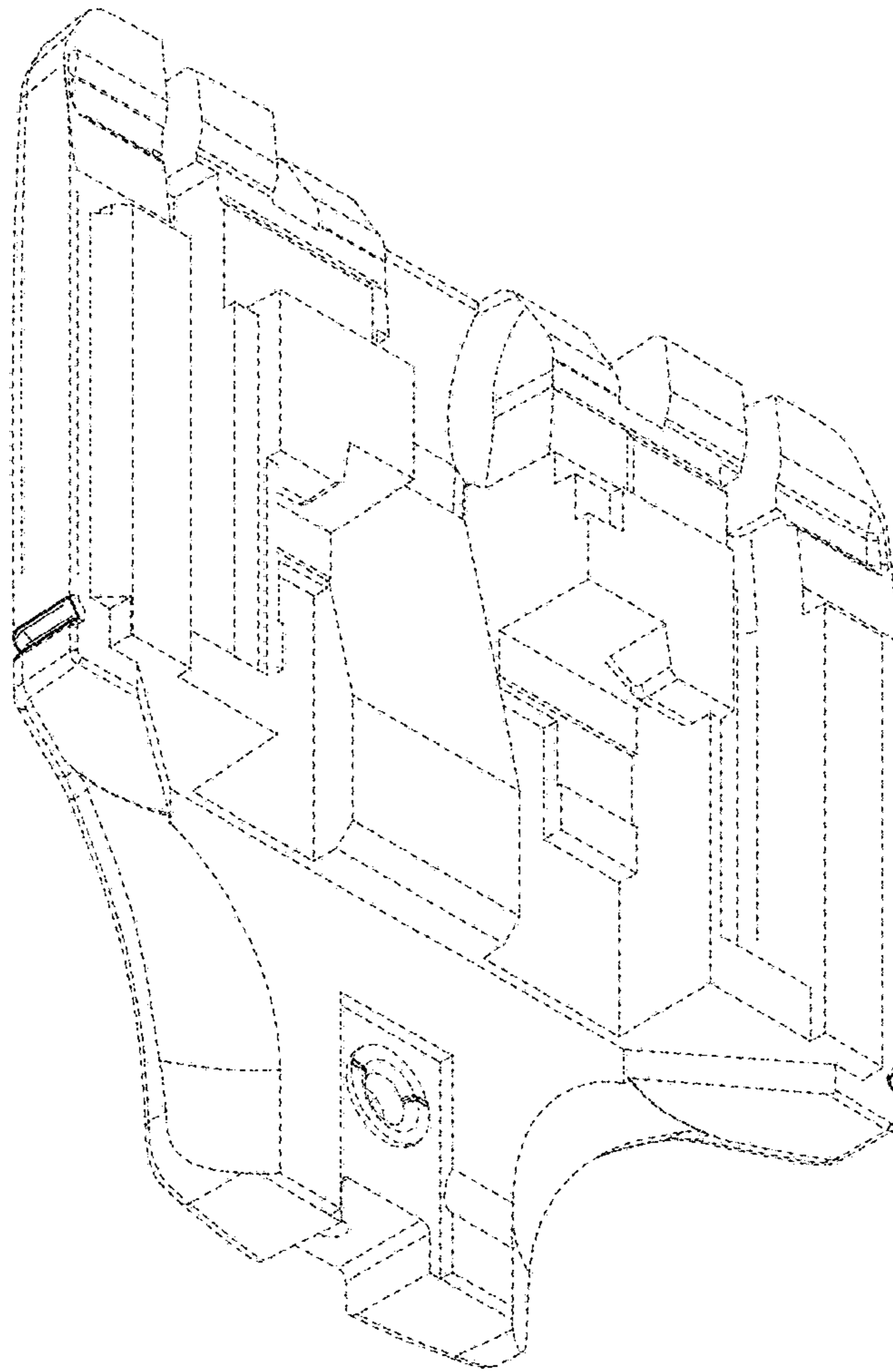
FIG. 1 is an isometric view of a top, left, and front view of a counterweight showing my new design;  
 FIG. 2 is an isometric view of a bottom, right, and rear side of the counterweight of FIG. 1;  
 FIG. 3 is a front elevational view of the counterweight of FIG. 1;  
 FIG. 4 is a rear elevational view of the counterweight of FIG. 1;  
 FIG. 5 is a right side elevational view of the counterweight of FIG. 1;  
 FIG. 6 is a left side elevational view of the counterweight of FIG. 1;  
 FIG. 7 is a top plan view of the counterweight of FIG. 1; and,  
 FIG. 8 is a bottom plan view of the counterweight of FIG. 1.  
 The dash-dash-dash broken lines are included for the purpose of illustrating portions of the counterweight that form no part of the claimed design.

**1 Claim, 8 Drawing Sheets**





**FIG. 1**



**FIG. 2**

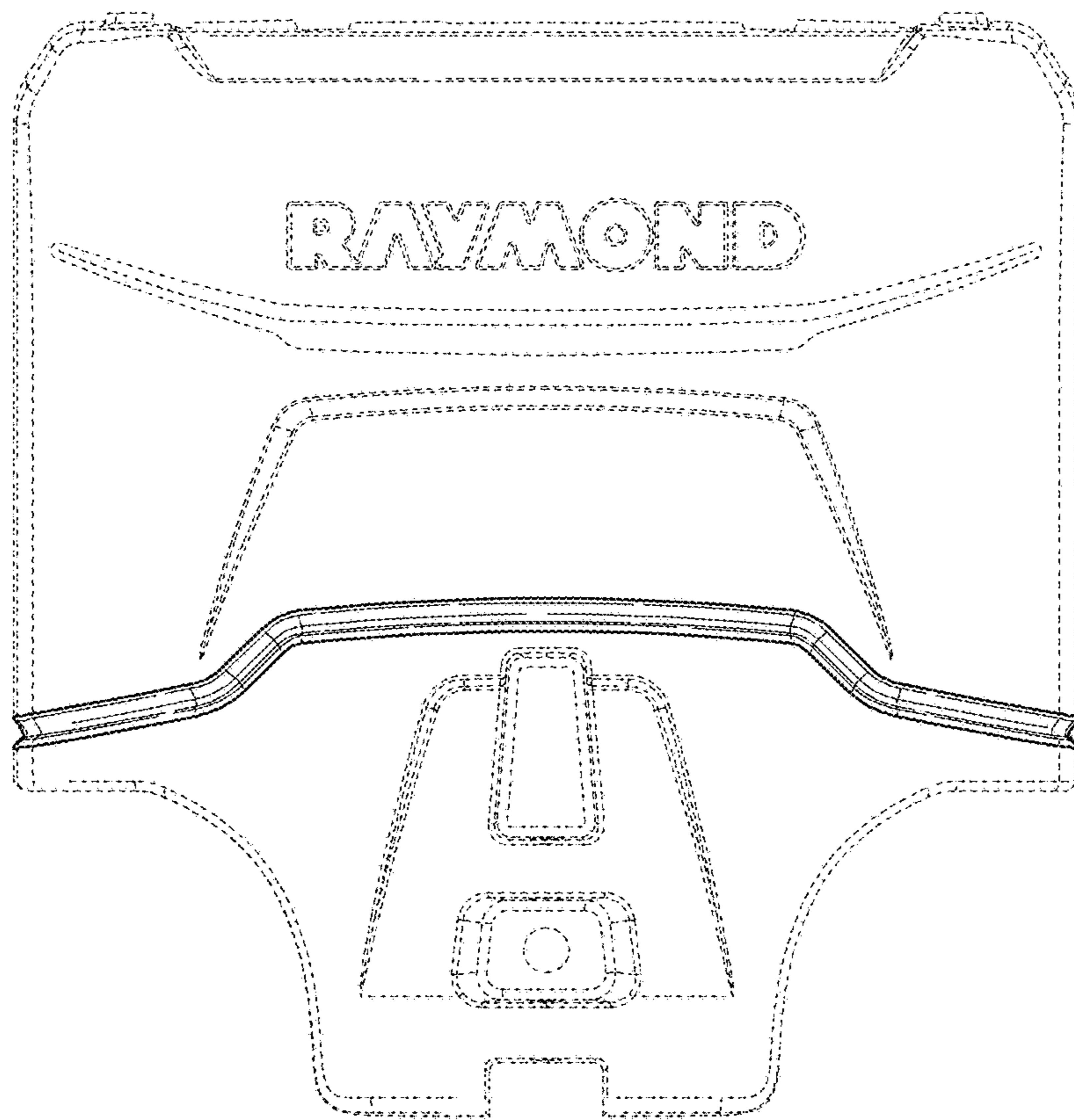
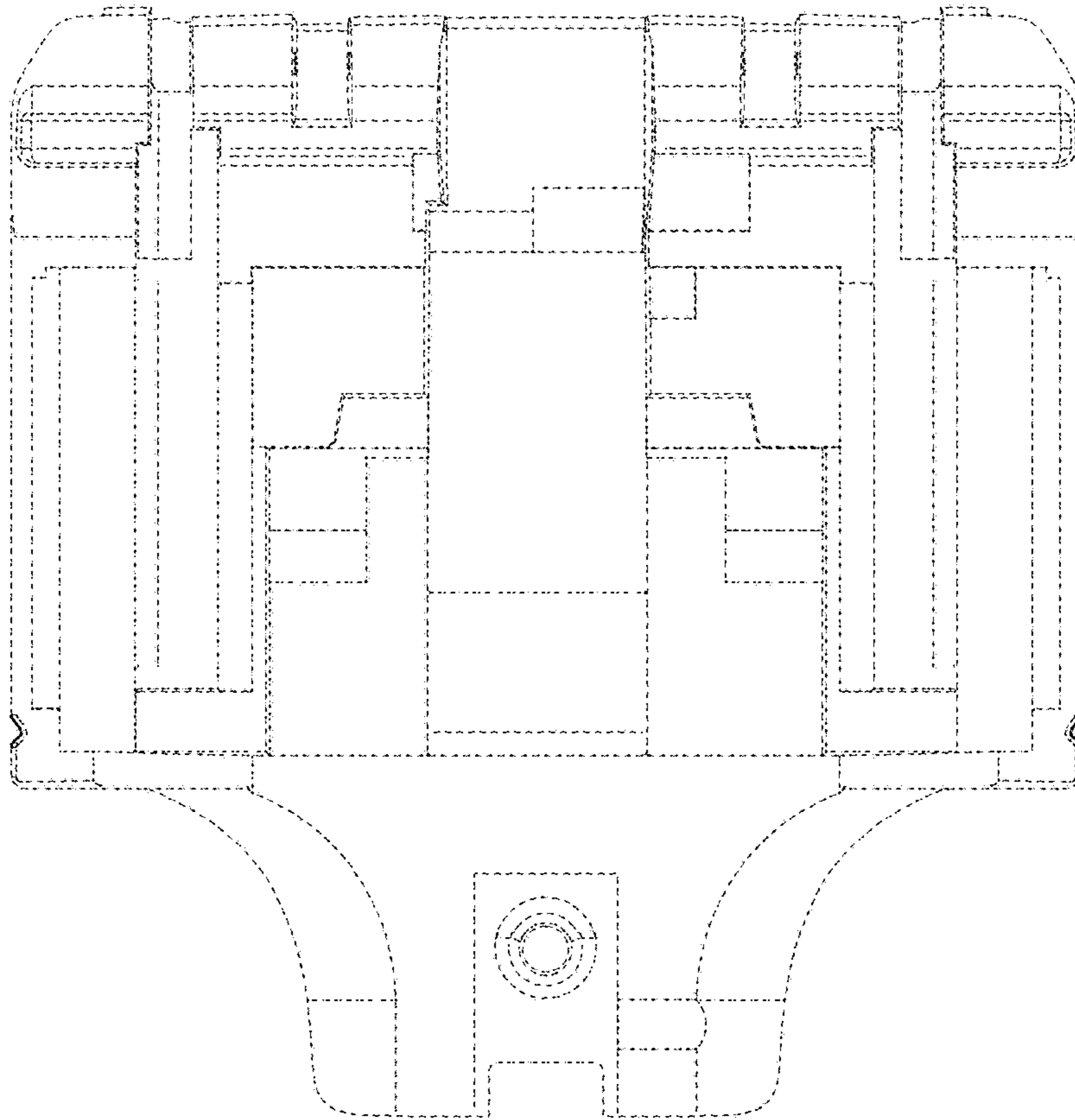
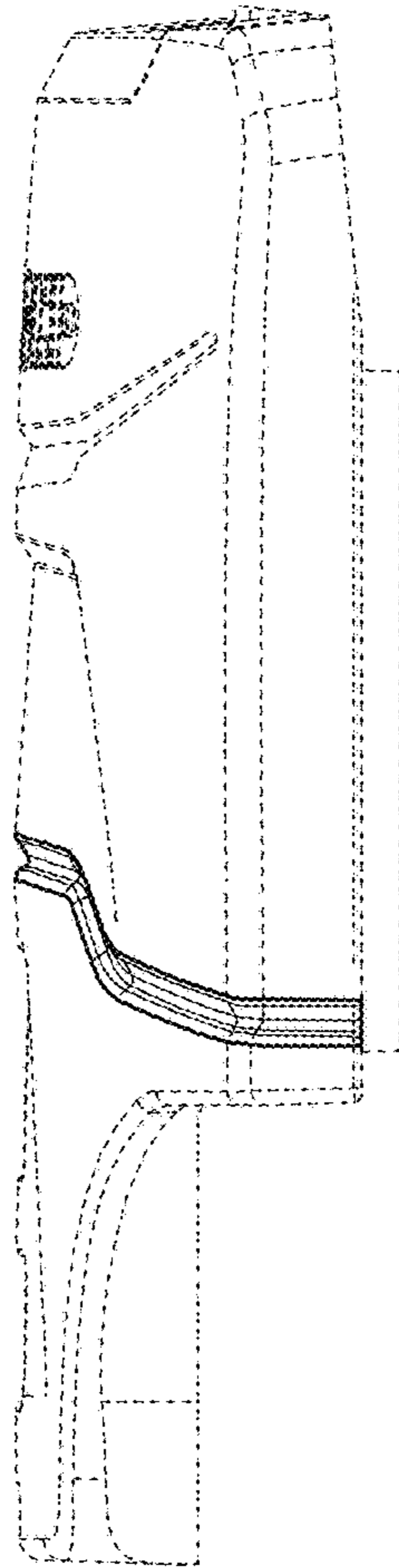


FIG. 3

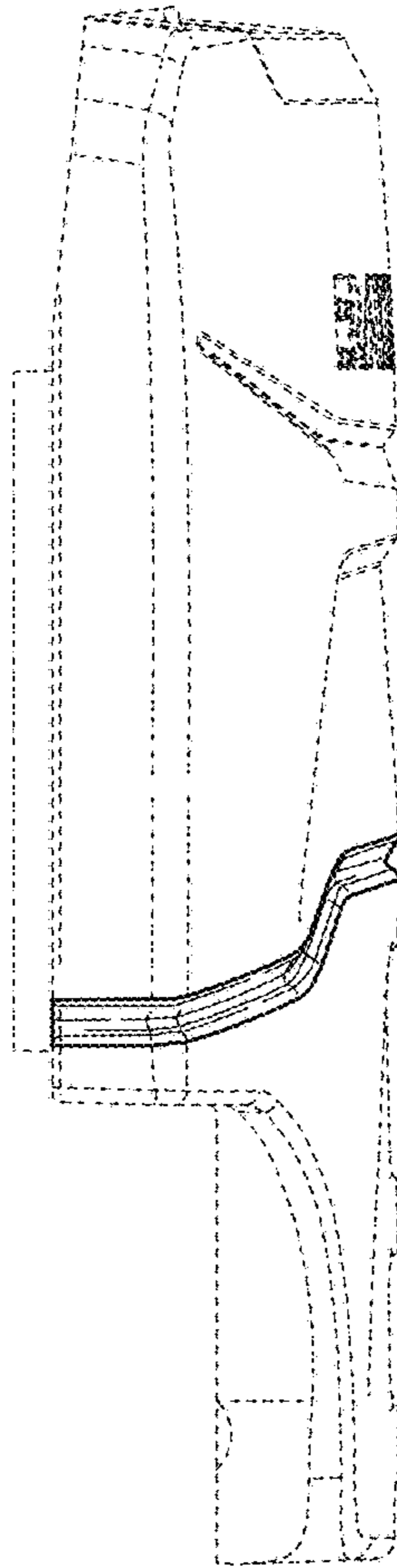


**FIG. 4**





**FIG. 5**



**FIG. 6**

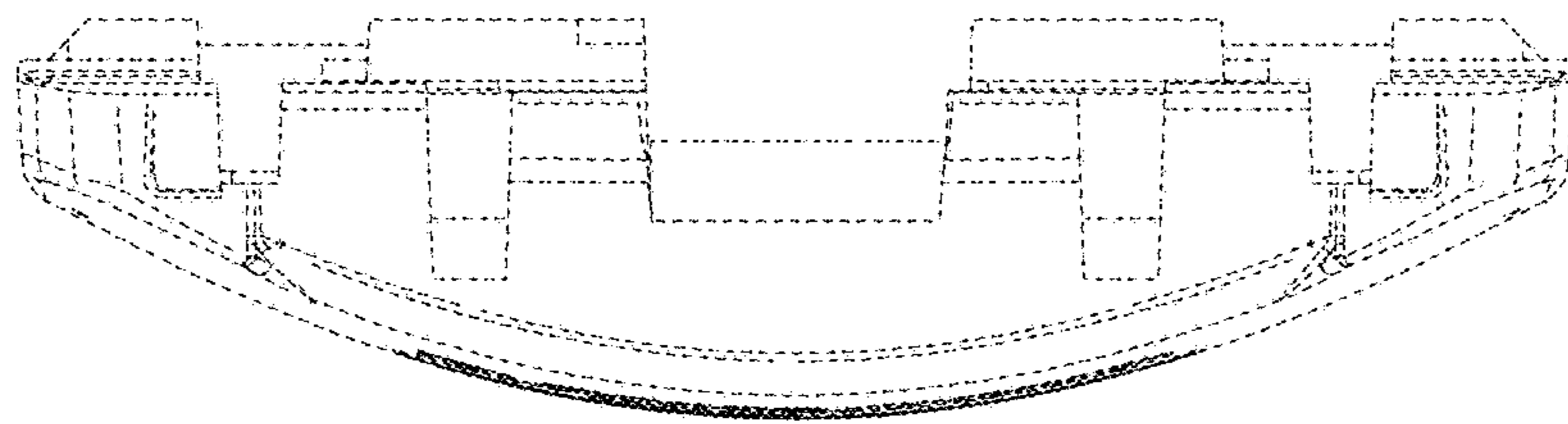
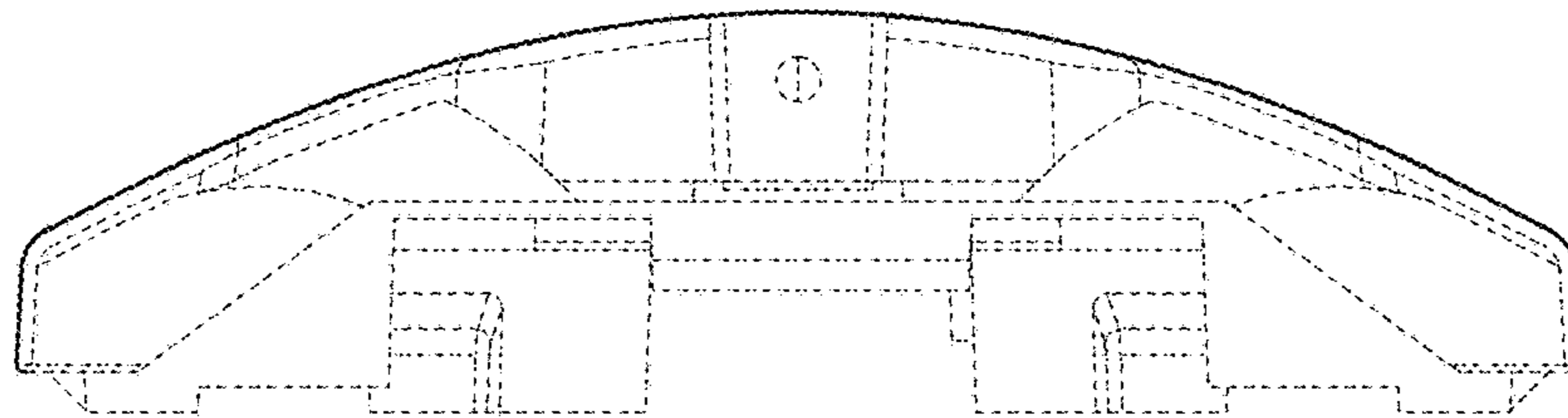


FIG. 7





**FIG. 8**