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

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(54) **TIRE REPAIR KIT**
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(73) Assignee: **BRIDGESTONE CORPORATION**,
Tokyo (JP)
(**) Term: **15 Years**
(21) Appl. No.: **29/599,134**
(22) Filed: **Mar. 31, 2017**

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(57) **CLAIM**

The ornamental design for a tire repair kit, as shown and described.

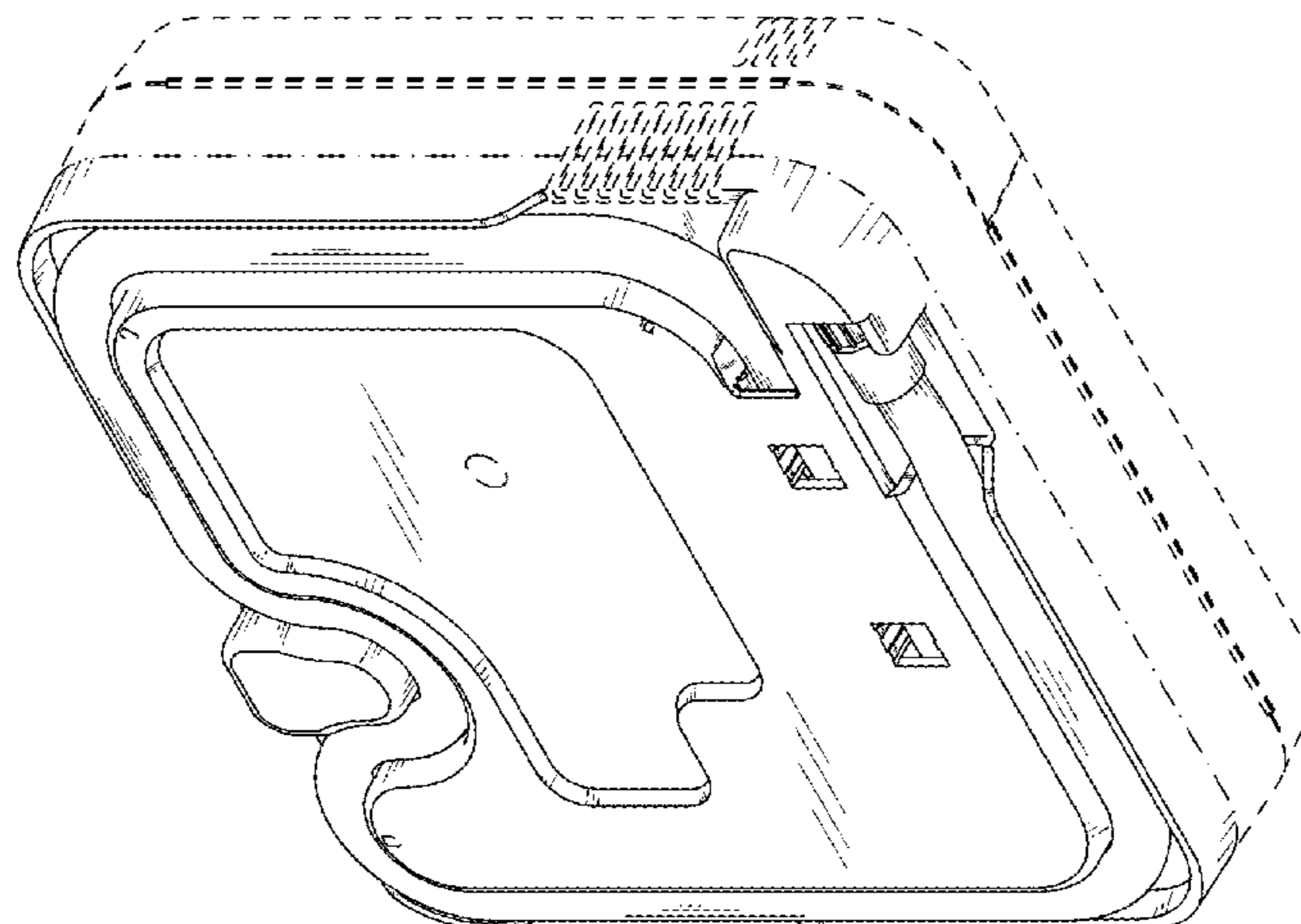
DESCRIPTION

(30) **Foreign Application Priority Data**
Oct. 3, 2016 (JP) 2016-021500
(51) **LOC (11) Cl.** **15-99**
(52) **U.S. Cl.**
USPC **D15/199**
(58) **Field of Classification Search**
USPC D8/105, 499; D15/199
CPC B29C 73/166; B29L 2030/00; B60S 5/046;
B65D 47/36; B66F 3/247; Y10T 29/4973;
Y10T 29/4977; Y10T 137/87169; Y10T
152/10729
See application file for complete search history.

FIG. 1 is a front perspective view of a tire repair kit showing my new design;
FIG. 2 is a rear perspective view thereof;
FIG. 3 is a front view thereof;
FIG. 4 is a top side view thereof;
FIG. 5 is a right side view thereof;
FIG. 6 is a left side view thereof;
FIG. 7 is a rear view thereof;
FIG. 8 is a bottom side view thereof;
FIG. 9 is a sectional view taken along line 9-9 in FIG. 3 with the internal parts being omitted;
FIG. 10 is a front perspective view thereof, showing the hose in an extended position
FIG. 11 is a rear perspective view thereof, showing the hose in an extended position; and,
FIG. 12 is a reference view thereof showing an example of the usage of the subject design.
The broken lines in the drawings depict unclaimed environmental subject matter. The regular broken lines are used to show unclaimed environmental subject matter. The dash-dot-dash broken lines are used to show a boundaries between claimed and unclaimed subject matter, and thus form no part of the claimed design.

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1 Claim, 12 Drawing Sheets



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FIG. 1

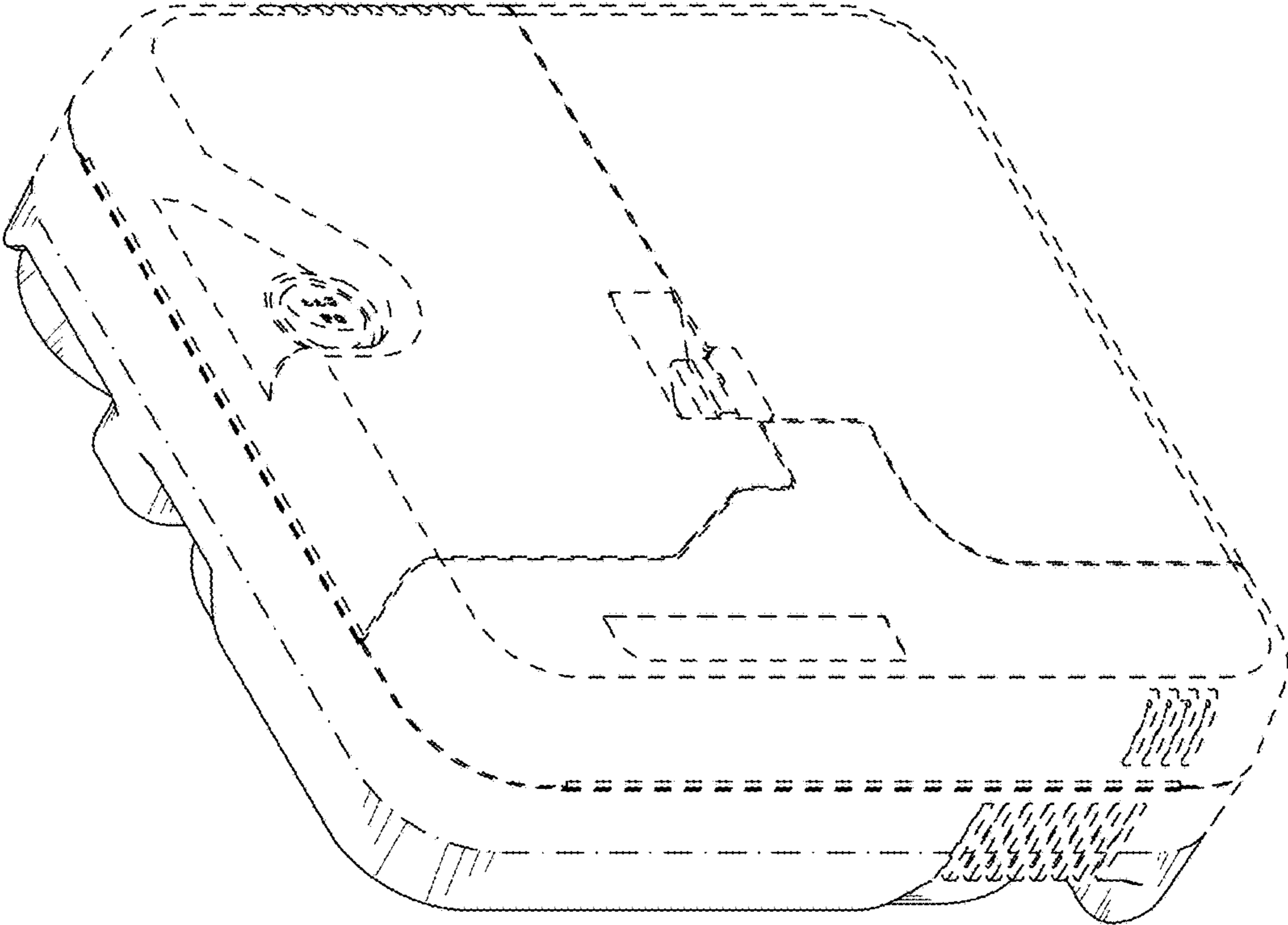


FIG. 2

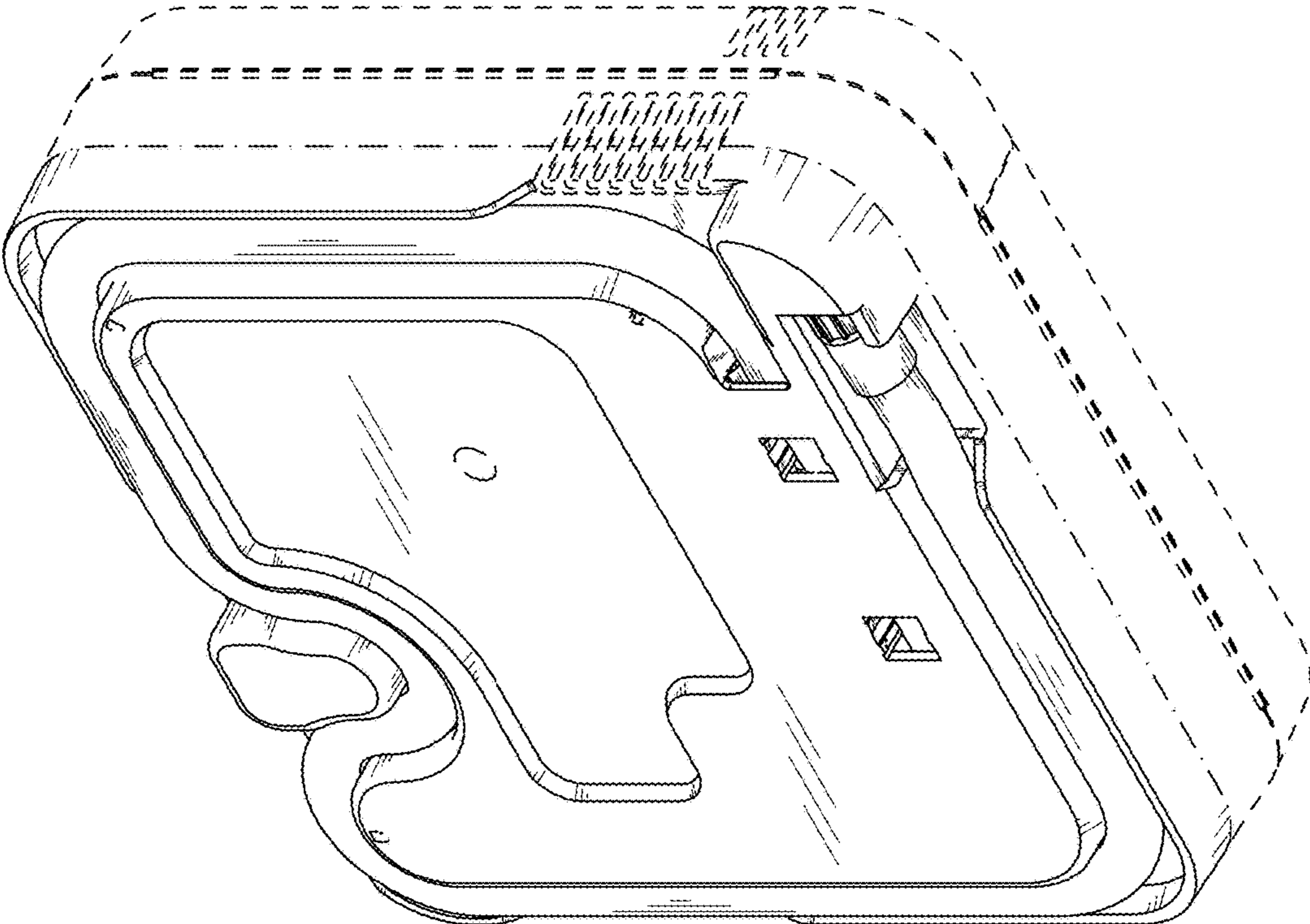


FIG. 3

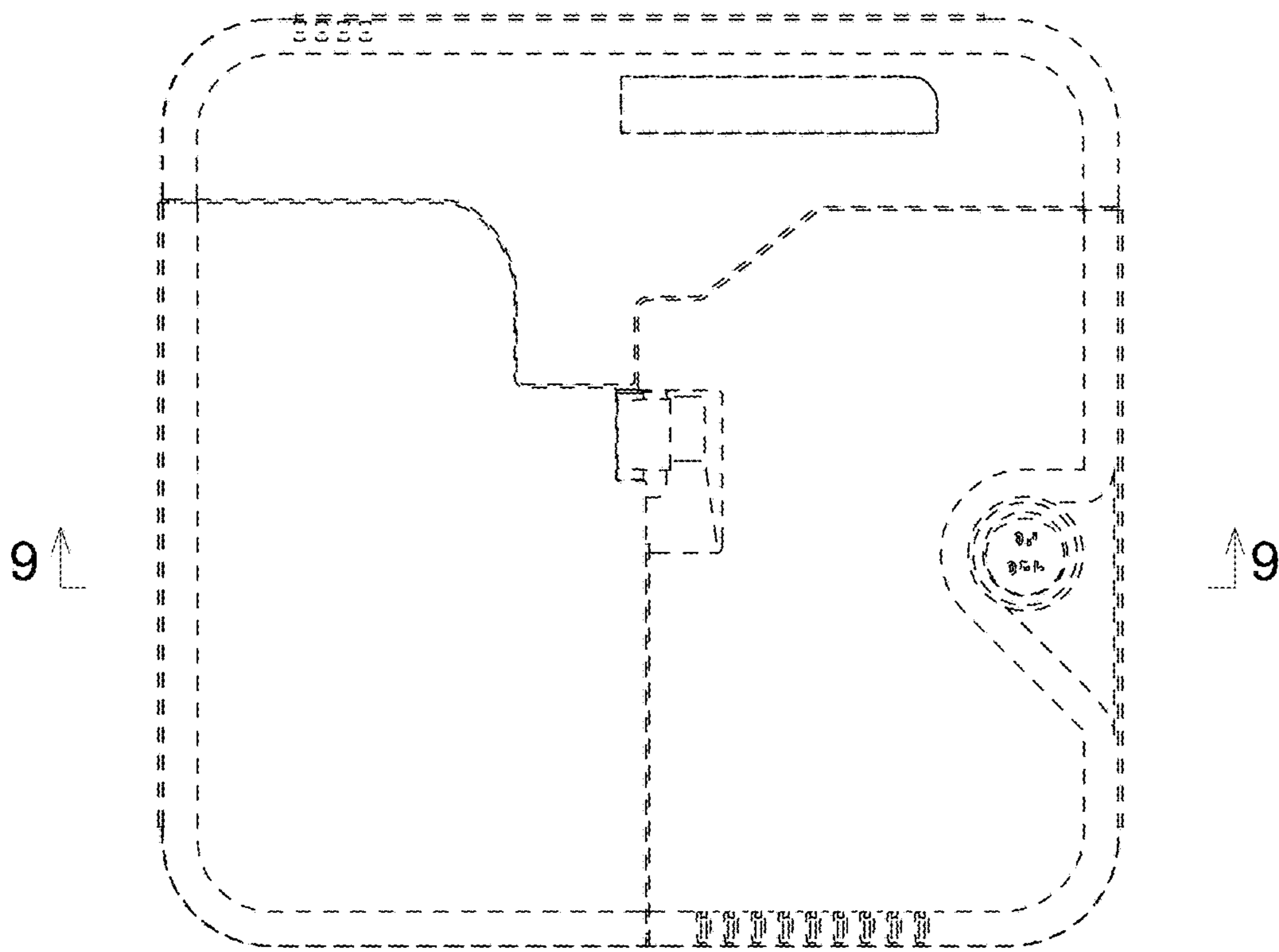


FIG. 4

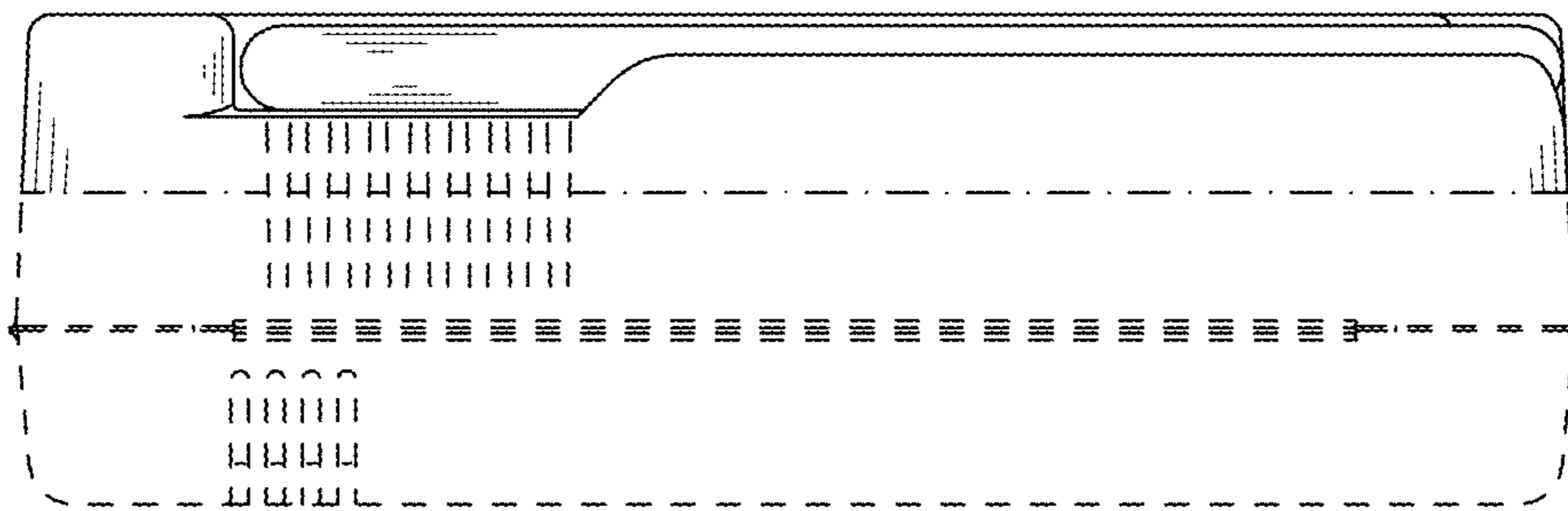


FIG. 5

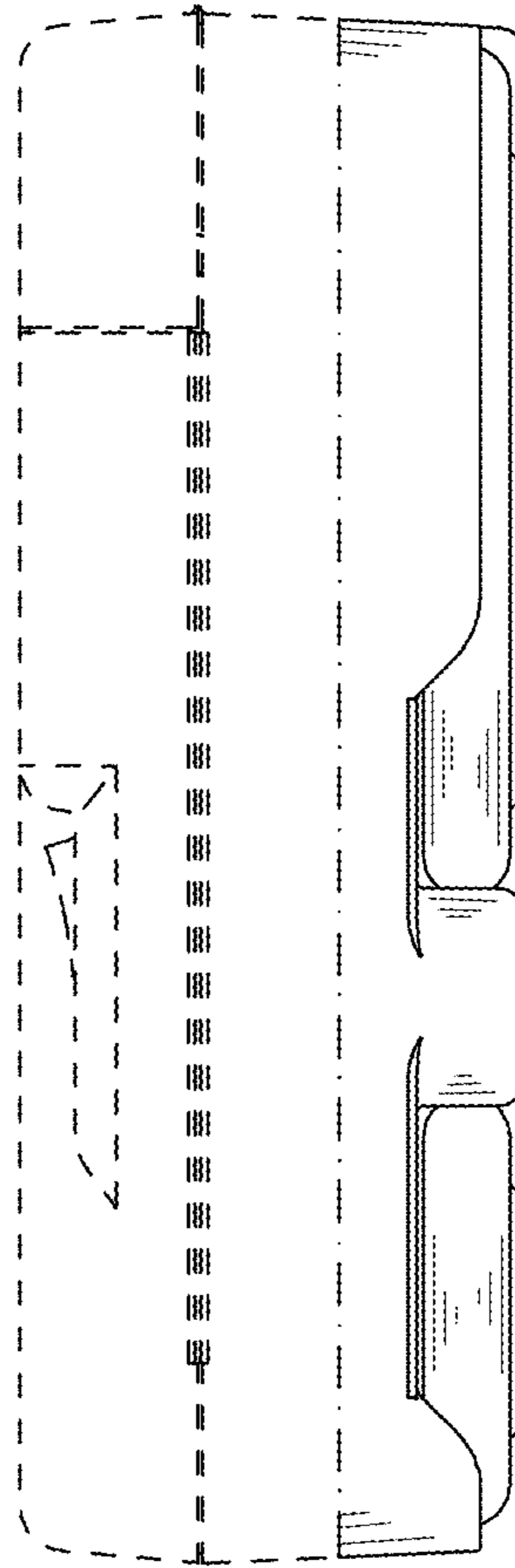


FIG. 6

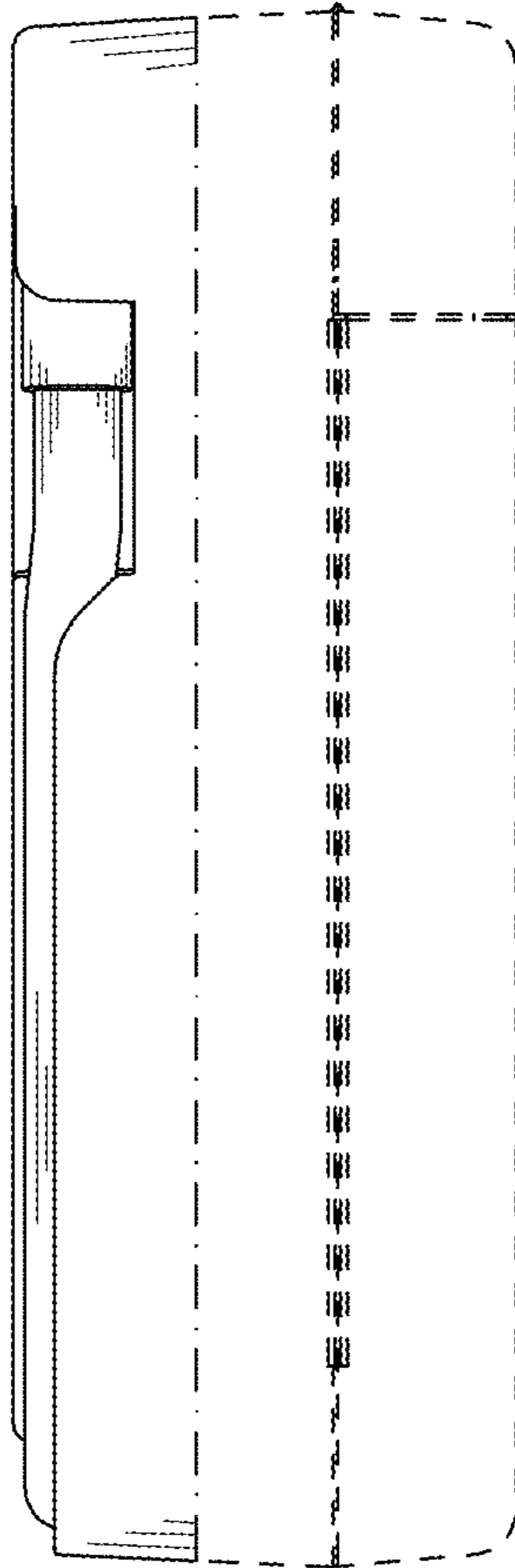


FIG. 7

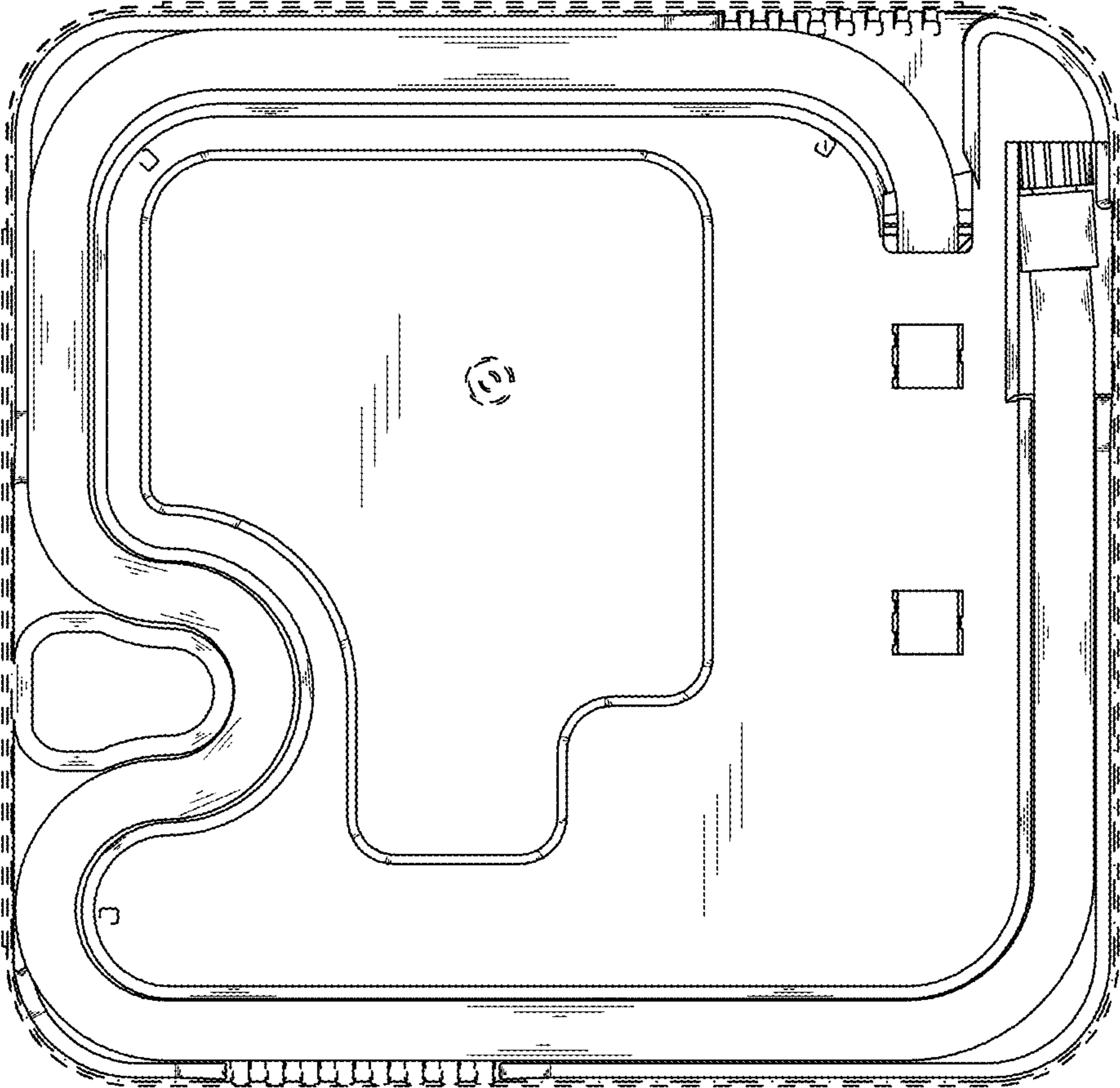


FIG. 8

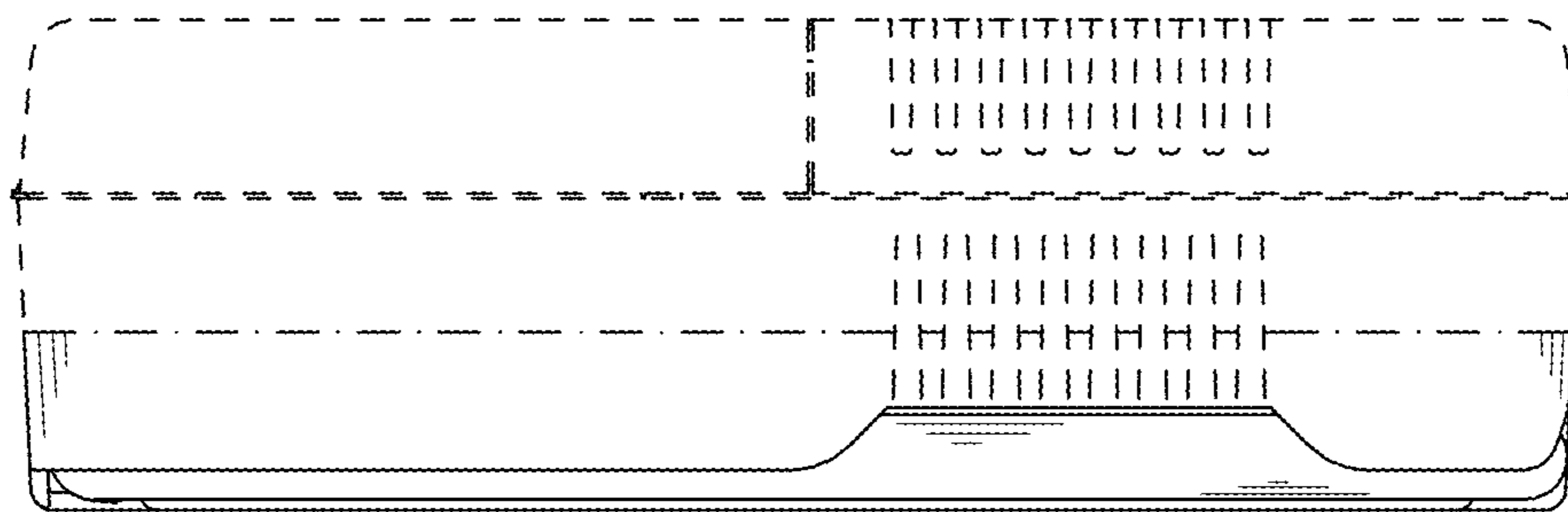


FIG. 9

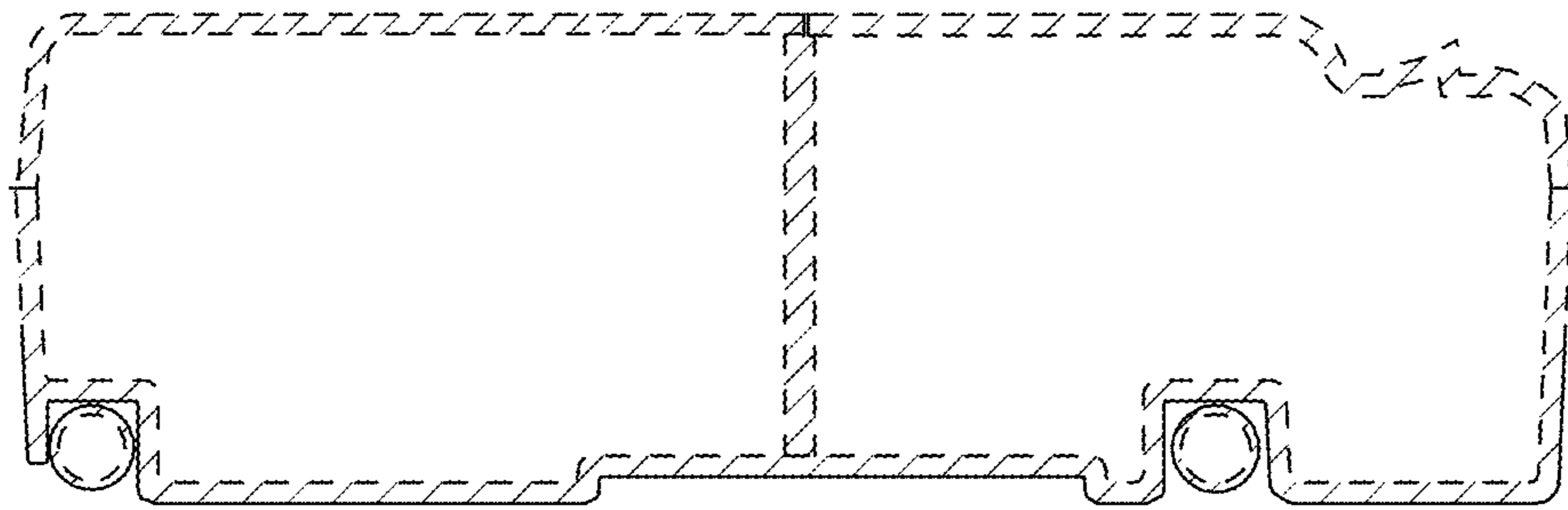


FIG. 10

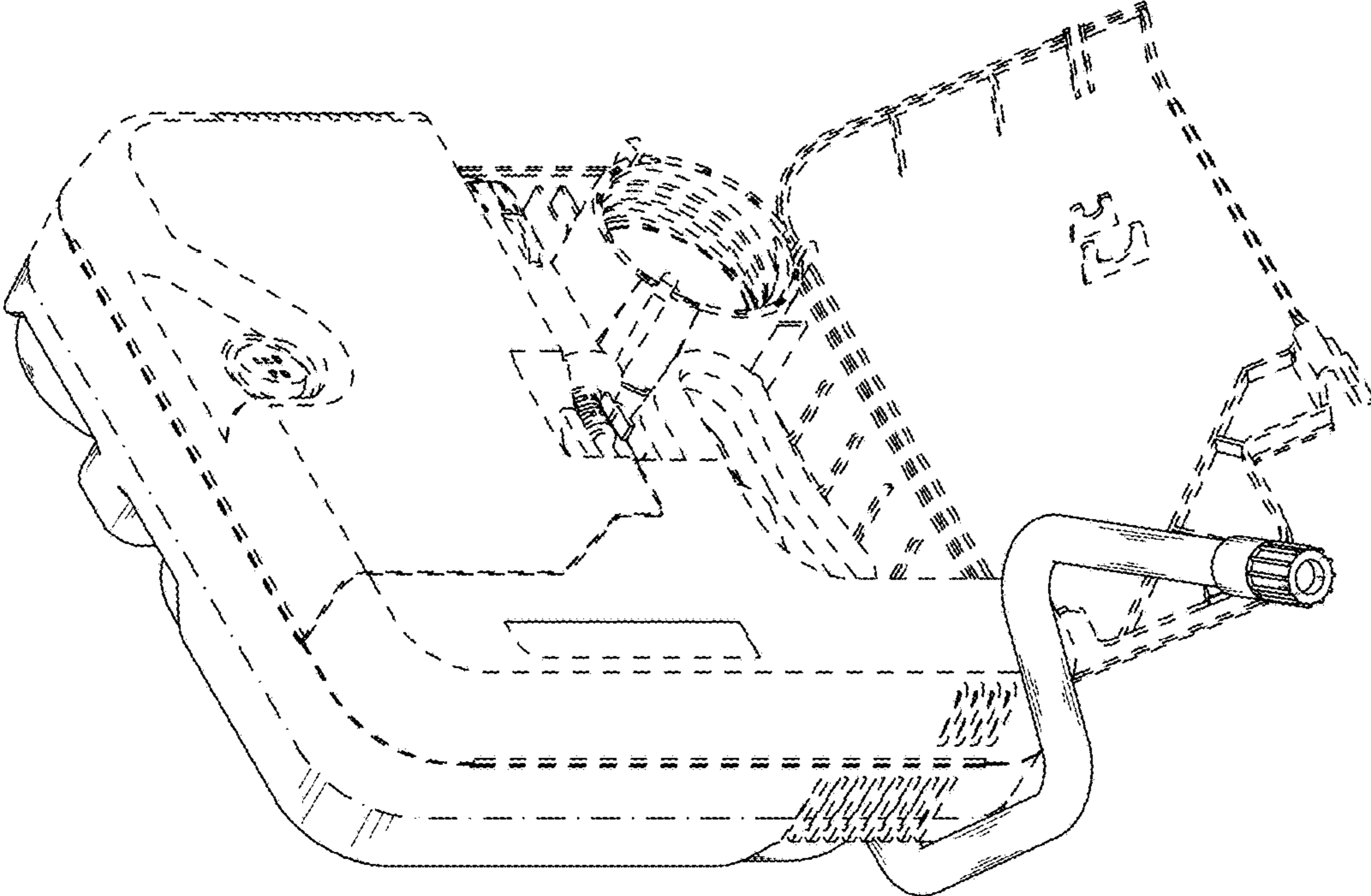


FIG. 11

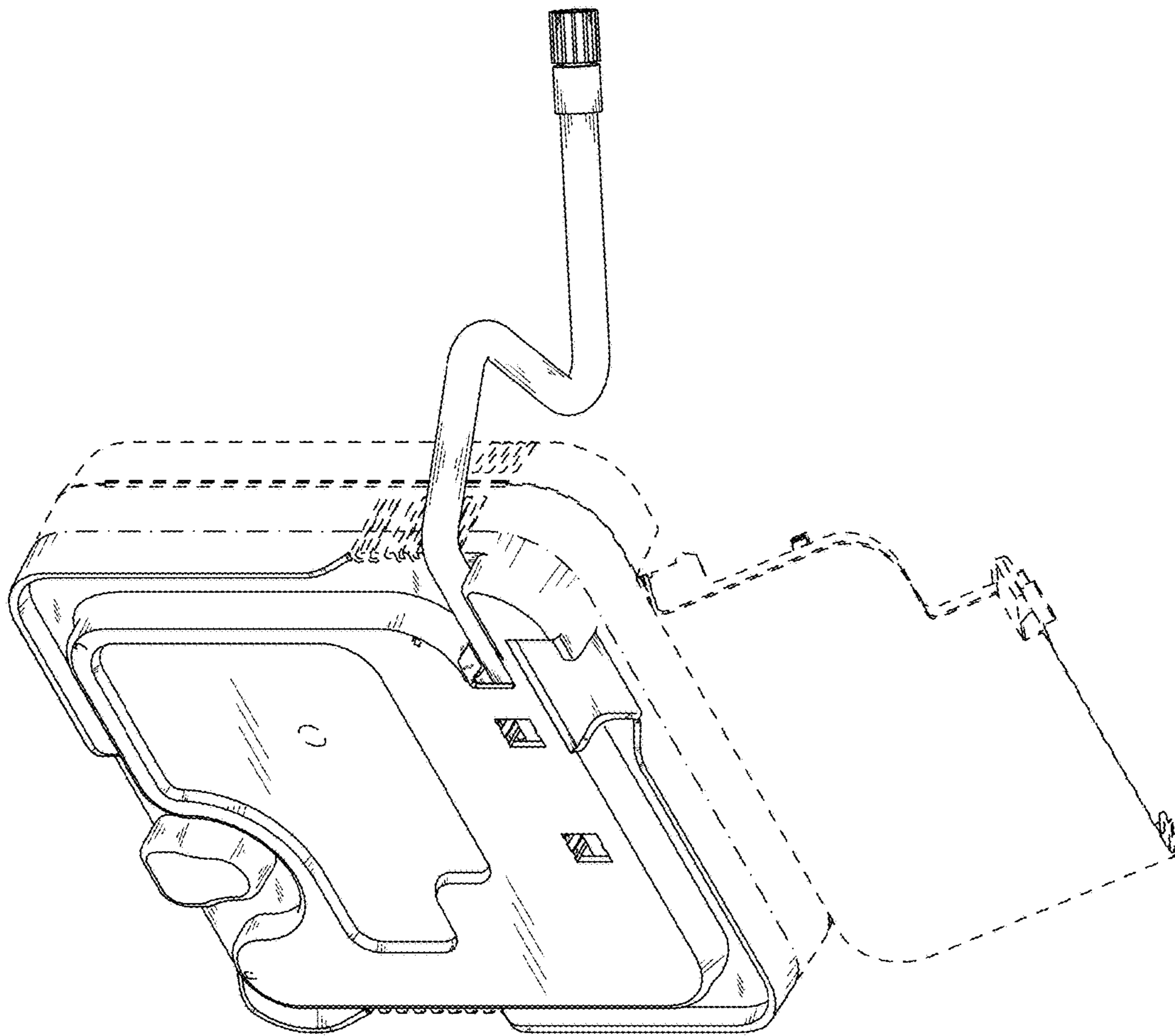


FIG. 12

