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(12) **United States Design Patent** (10) **Patent No.:** **US D855,555 S**  
**Nomura et al.** (45) **Date of Patent:** **\*\* Aug. 6, 2019**

(54) **TIRE**

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FR 06/5978 is understood to disclose the tread of a vehicle tire.

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(\*\*) Term: **15 Years**

(57) **CLAIM**

(21) Appl. No.: **29/644,631**

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

(22) Filed: **Apr. 19, 2018**

**DESCRIPTION**

(30) **Foreign Application Priority Data**

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

(52) **U.S. Cl.**  
USPC ..... **D12/558**

(58) **Field of Classification Search**  
USPC ..... D12/533–567  
CPC ..... B60C 11/0302; B60C 2011/0358; B60C  
2011/0374; B60C 2011/0386; B60C  
2011/0388

See application file for complete search history.

FIG. 1 is a perspective view of the tire of our design;  
FIG. 2 is a front elevation view of the tire of our design;  
FIG. 3 is a side elevation view of the tire of our design;  
FIG. 4 is a side elevation view of the tire of our design, taken  
from the opposite side of that shown in FIG. 3;  
FIG. 5 is an enlarged, partial view of the tire of FIG. 1, as  
indicated by the break lines;  
FIG. 6 is an enlarged, partial view of the tire of FIG. 3, as  
indicated by the break lines; and,  
FIG. 7 is an enlarged, partial view of the tire of FIG. 4, as  
indicated by the break lines.

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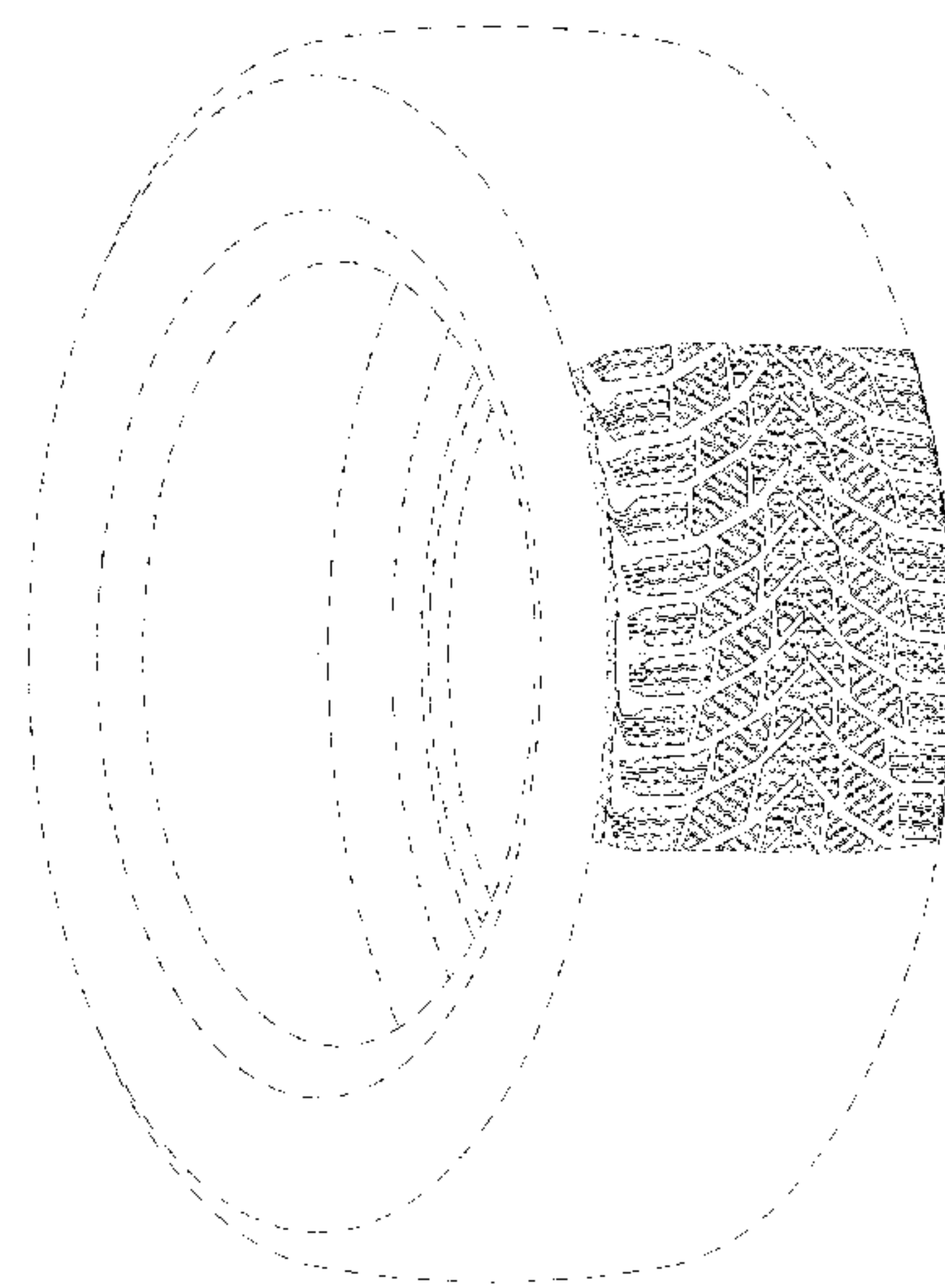
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In the drawings, the dash-dot-dot-dash broken lines define  
the peripheral boundary between the claimed tire tread and  
the unclaimed sidewall. The dash-dash broken lines define  
portions of the tire that form no part of the claimed design.  
The claimed design is comprised of the shaded portions of  
the tire, it being understood that the tread pattern repeats  
over the circumference of the tire. The unshaded portions of  
the tire, and the broken lines, form no part of the claimed  
design.

**1 Claim, 6 Drawing Sheets**



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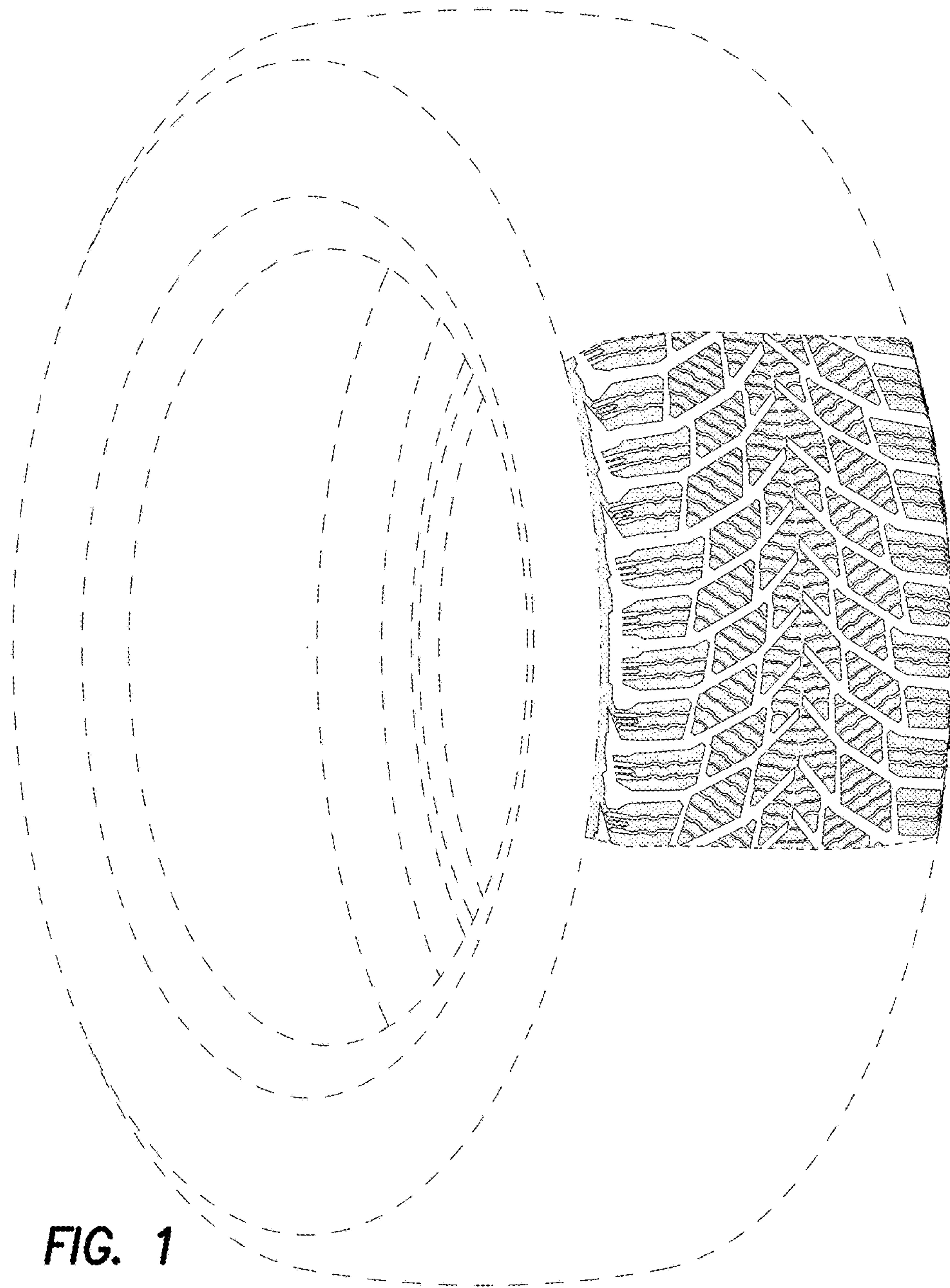
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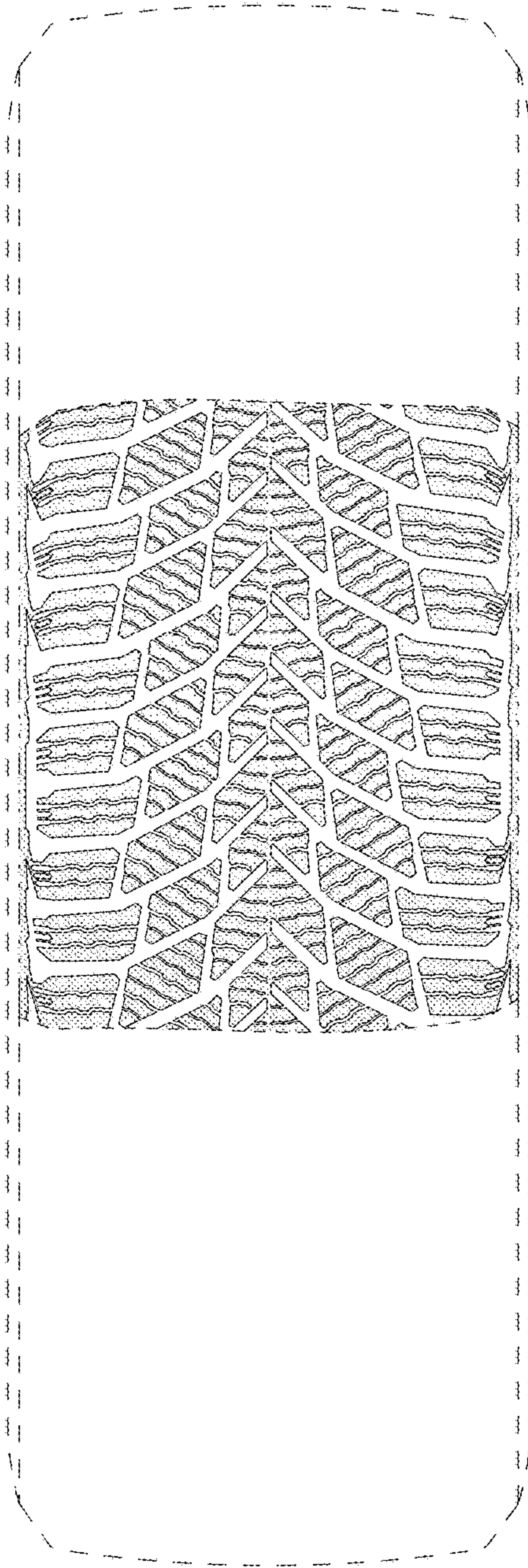
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**FIG. 2**

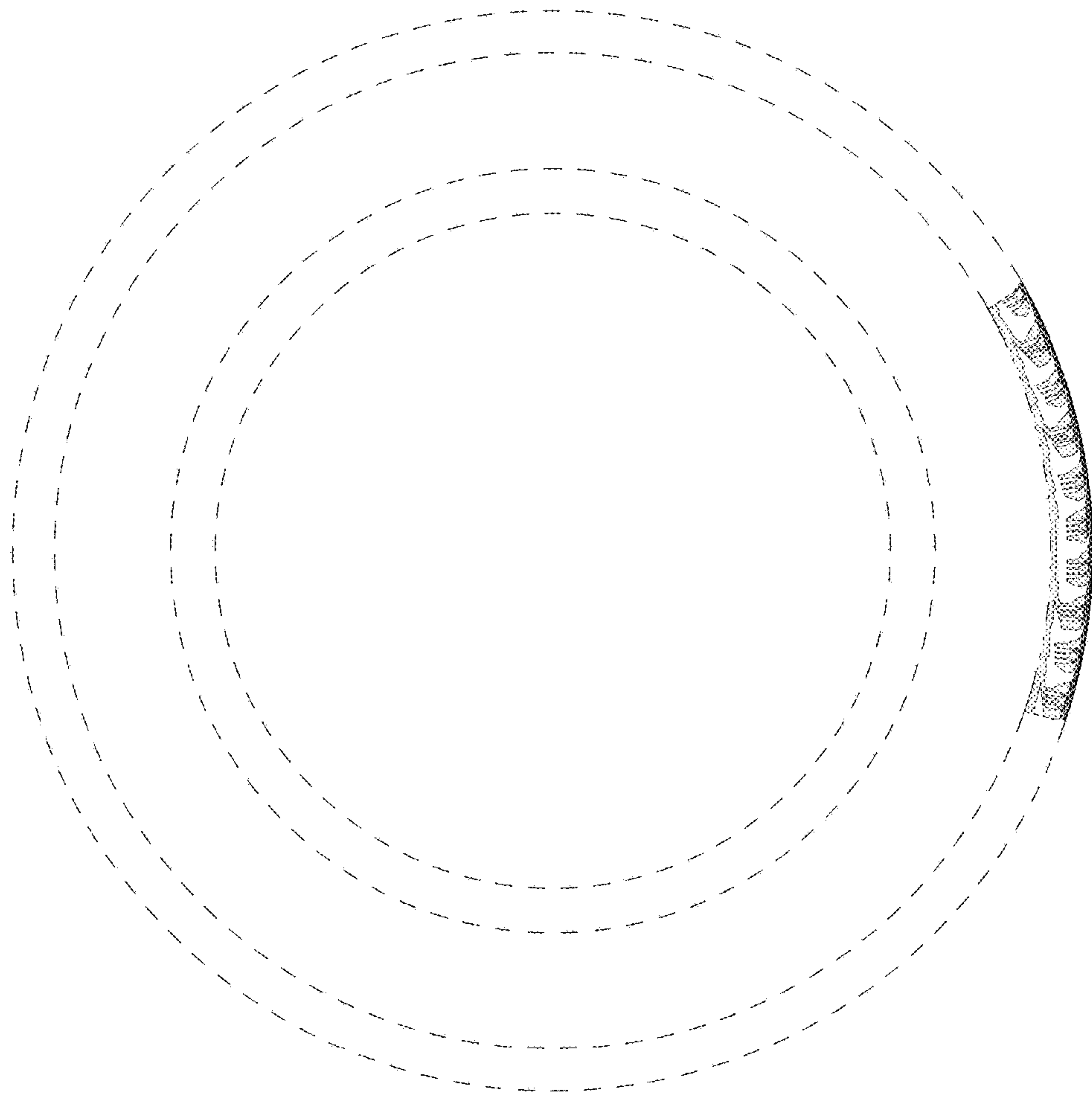


FIG. 3

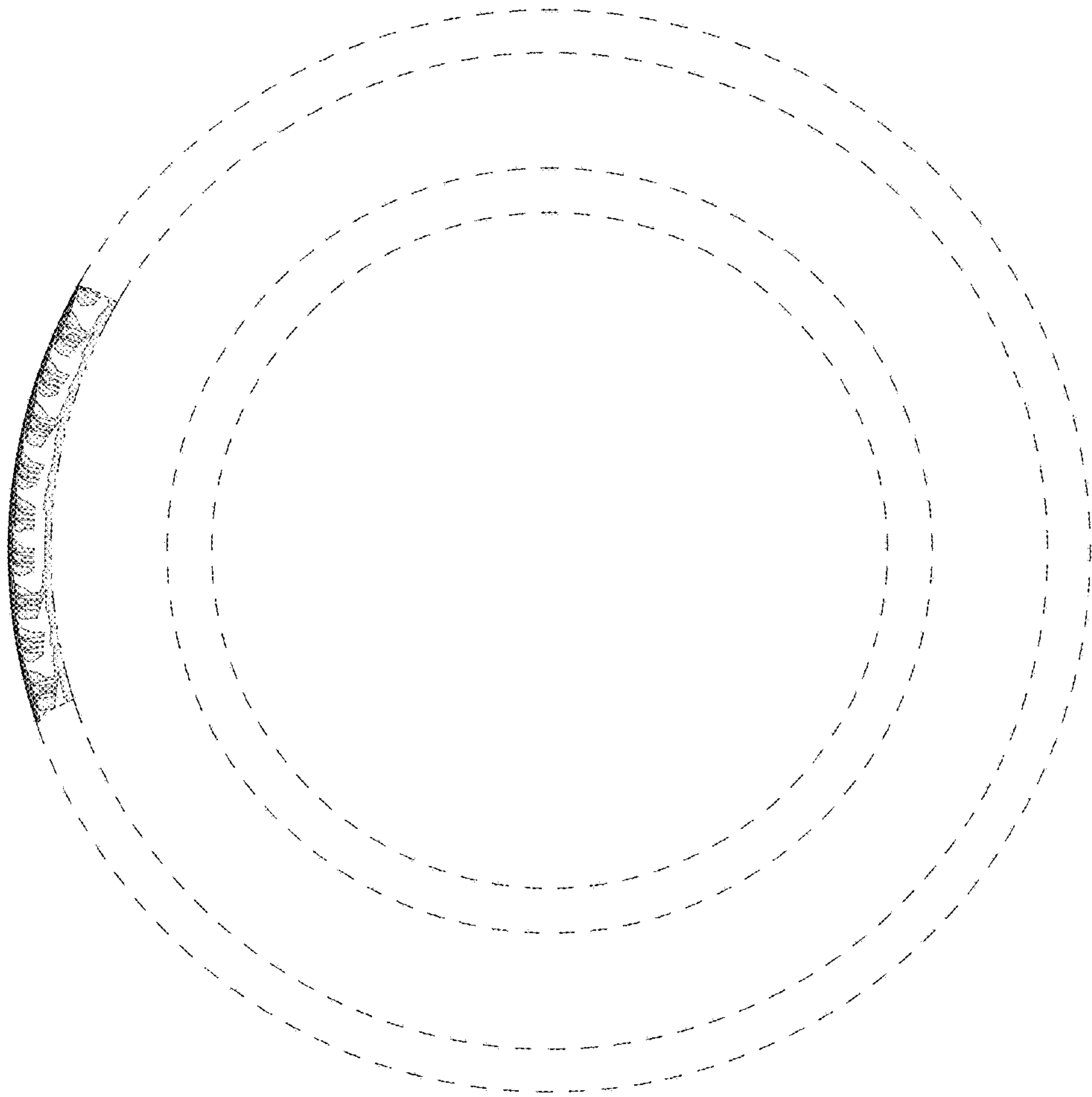


FIG. 4



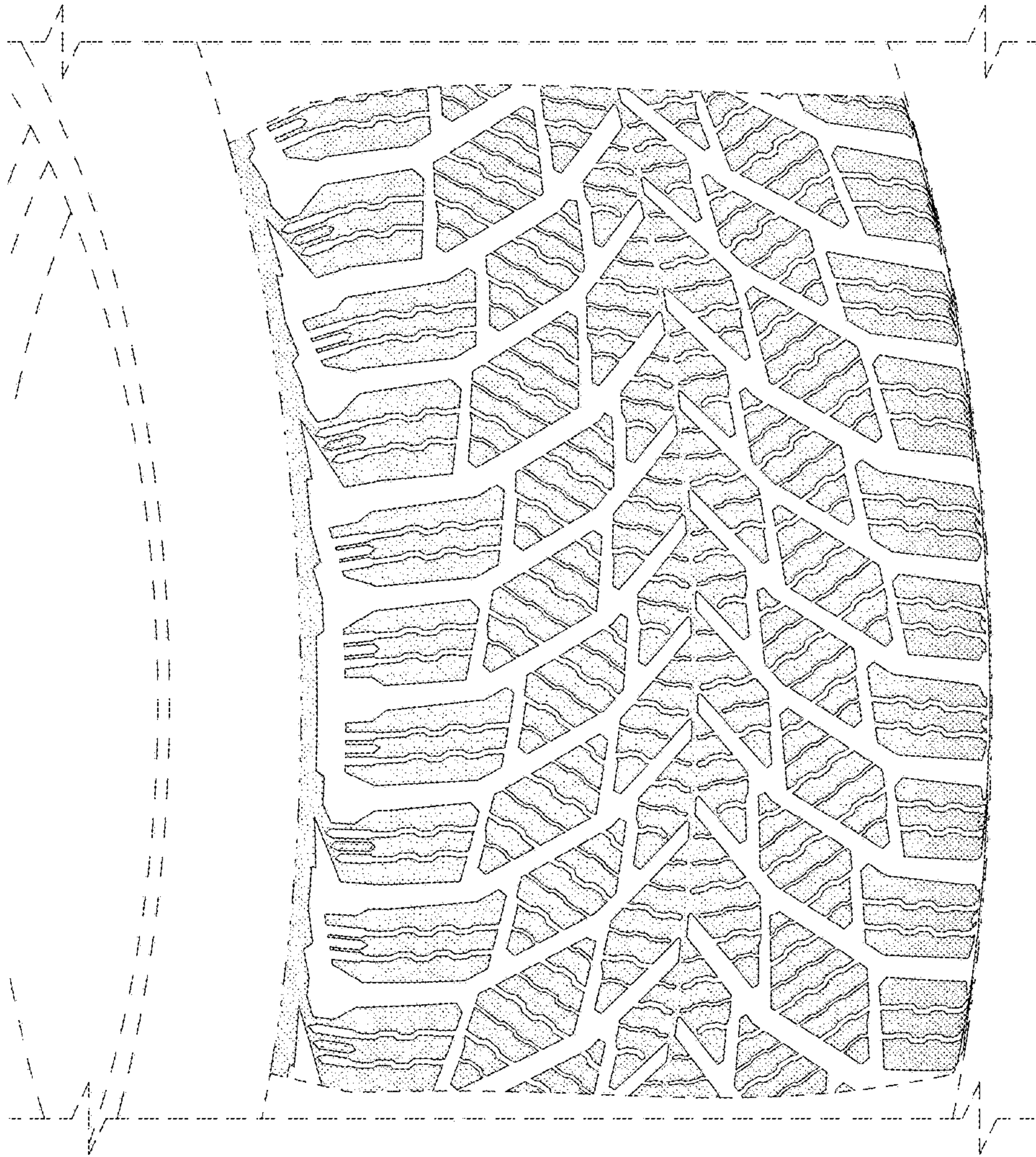
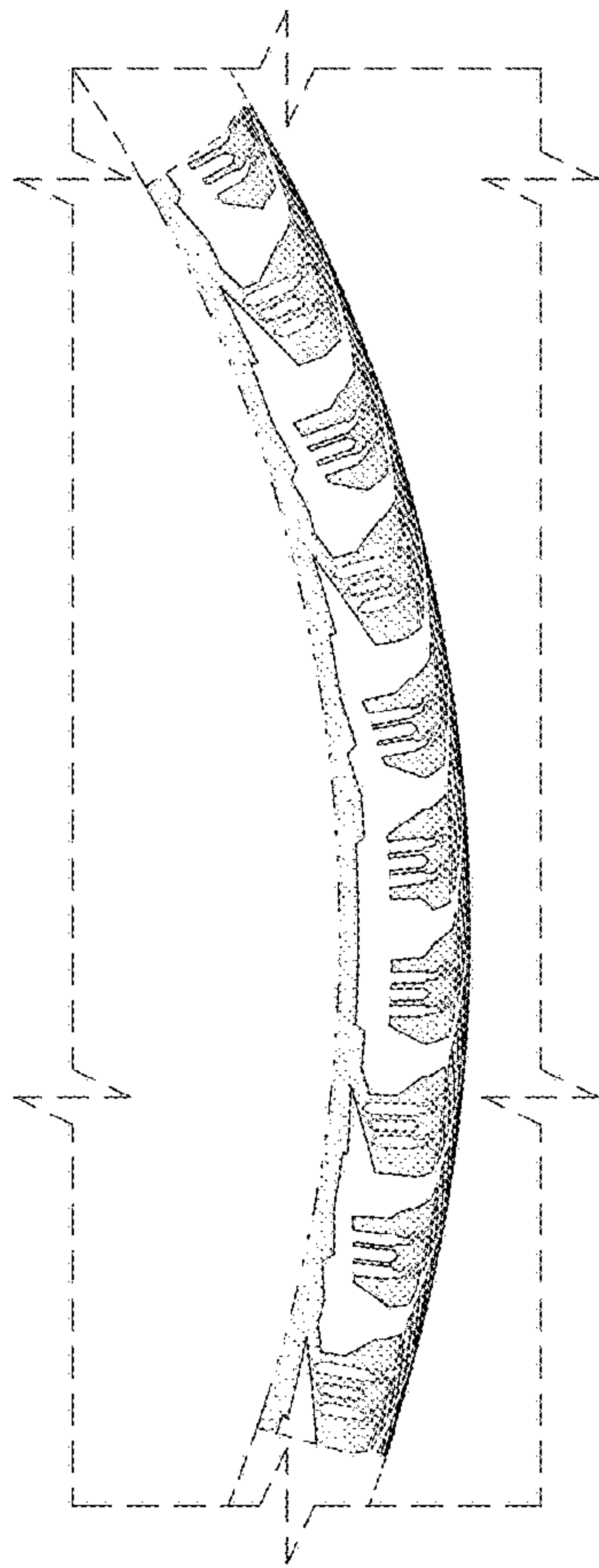
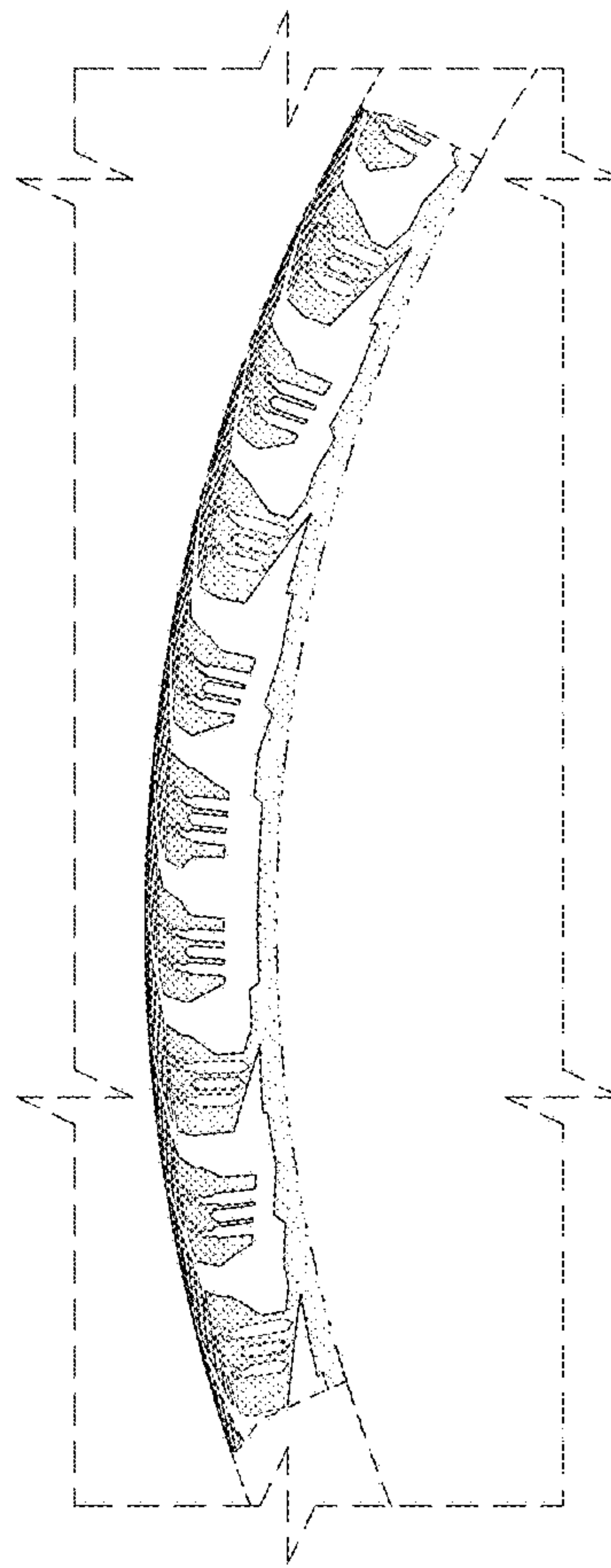


FIG. 5



**FIG. 6**



**FIG. 7**