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(12) **United States Design Patent** (10) **Patent No.:** **US D860,083 S**
Poyorena et al. (45) **Date of Patent:** **** Sep. 17, 2019**

(54) **WHEEL WELL CLOSEOUT COMPONENT**
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(**) Term: **15 Years**
(21) Appl. No.: **29/648,599**
(22) Filed: **May 22, 2018**

Related U.S. Application Data

(62) Division of application No. 29/633,378, filed on Jan. 12, 2018.
(51) **LOC (12) Cl.** **12-16**
(52) **U.S. Cl.**
USPC **D12/184**
(58) **Field of Classification Search**
USPC D12/114, 181, 184, 196; D15/28
CPC B62D 25/16; B62D 25/18
See application file for complete search history.

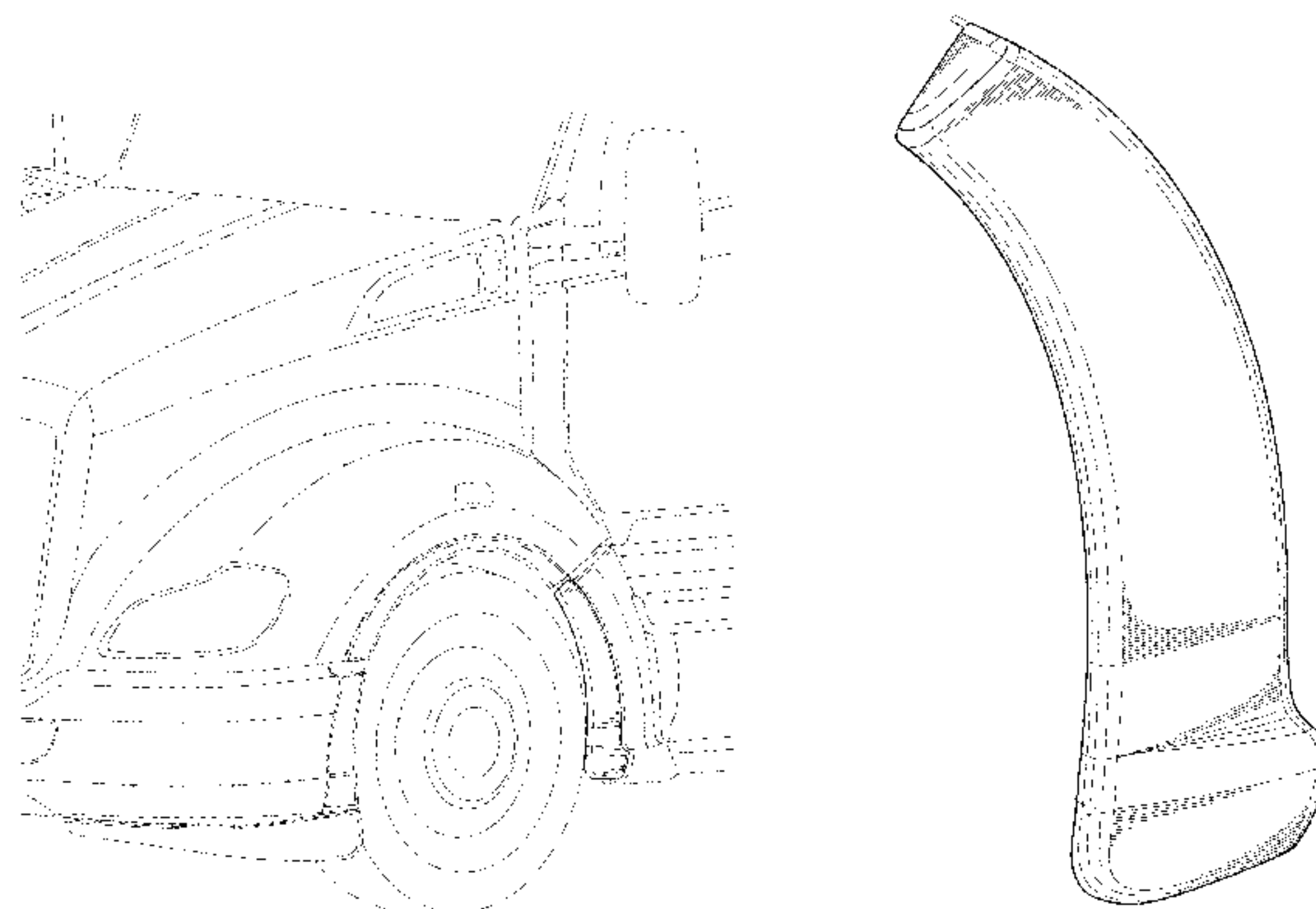
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Top: Mack Daycab, single-piece fairing, at least as early as 2005; Bottom: Volvo Daycab, multi-piece fairing assembly, at least as early as 2005, 1 page.
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Foreground: International Daycab, multi-piece fairing assembly, at least as early as 2005; Background: Volvo Daycab, single-piece fairing, at least as early as 2005, 1 page.

Ford Daycab, two-piece fairing assembly, at least as early as 2005, 1 page.

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Left: Volvo Daycab, adjustable roof fairing, at least as early as 2005; Right: Freightliner Daycab, one-piece fairing, at least as early as 2005, 1 page.

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Assistant Examiner — Suzanne E Tisdell

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(57)

CLAIM

The ornamental design for a wheel well closeout component, as shown and described.

DESCRIPTION

FIG. 1 is an environmental view of a first representative embodiment of a wheel well closeout component according to our new design, wherein the wheel well closeout component is located on a left side of the truck;

FIG. 2 is a front-right perspective view thereof;

FIG. 3 is a rear-right perspective view thereof;

FIG. 4 is a right side elevational view thereof;

FIG. 5 is front elevational view thereof;

FIG. 6 is a rear elevational view thereof;

FIG. 7 is top plan view thereof;

FIG. 8 is a bottom plan view thereof;

FIG. 9 is an environmental view of a second representative embodiment of a wheel well closeout component according to our new design, wherein the wheel well closeout component is located on a right side of the truck;

FIG. 10 is a front-left perspective view thereof;

FIG. 11 is a rear-left perspective view thereof;

FIG. 12 is a left side elevational view thereof;

FIG. 13 is front elevational view thereof;

FIG. 14 is a rear elevational view thereof;

FIG. 15 is top plan view thereof;

FIG. 16 is a bottom plan view thereof;

FIG. 17 is an environmental view of a third representative embodiment of a wheel well closeout component according to our new design, wherein the wheel well closeout component is located on a left side of the truck;

FIG. 18 is a front-right perspective view thereof;
FIG. 19 is a rear-right perspective view thereof;
FIG. 20 is a right side elevational view thereof;
FIG. 21 is front elevational view thereof;
FIG. 22 is a rear elevational view thereof;
FIG. 23 is top plan view thereof;
FIG. 24 is a bottom plan view thereof;
FIG. 25 is an environmental view of a fourth representative embodiment of a wheel well closeout component according to our new design, wherein the wheel well closeout component is located on a right side of the truck;
FIG. 26 is a front-left perspective view thereof;
FIG. 27 is a rear-left perspective view thereof;
FIG. 28 is a left side elevational view thereof;
FIG. 29 is front elevational view thereof;
FIG. 30 is a rear elevational view thereof;
FIG. 31 is top plan view thereof; and,
FIG. 32 is a bottom plan view thereof.

The dashed broken lines in the drawings show portions of the wheel well closeout component that form no part of the claimed design.

While the broken lines form no part of the claimed design, the broken lines provide written description of prospective embodiments that are claimed when one or more of the broken lines are amended to solid lines. Similarly, while the solid lines in the drawings form part of the claimed design, the solid lines provide written description of prospective embodiments that are not claimed when one or more of the solid lines are amended to broken lines.

1 Claim, 24 Drawing Sheets

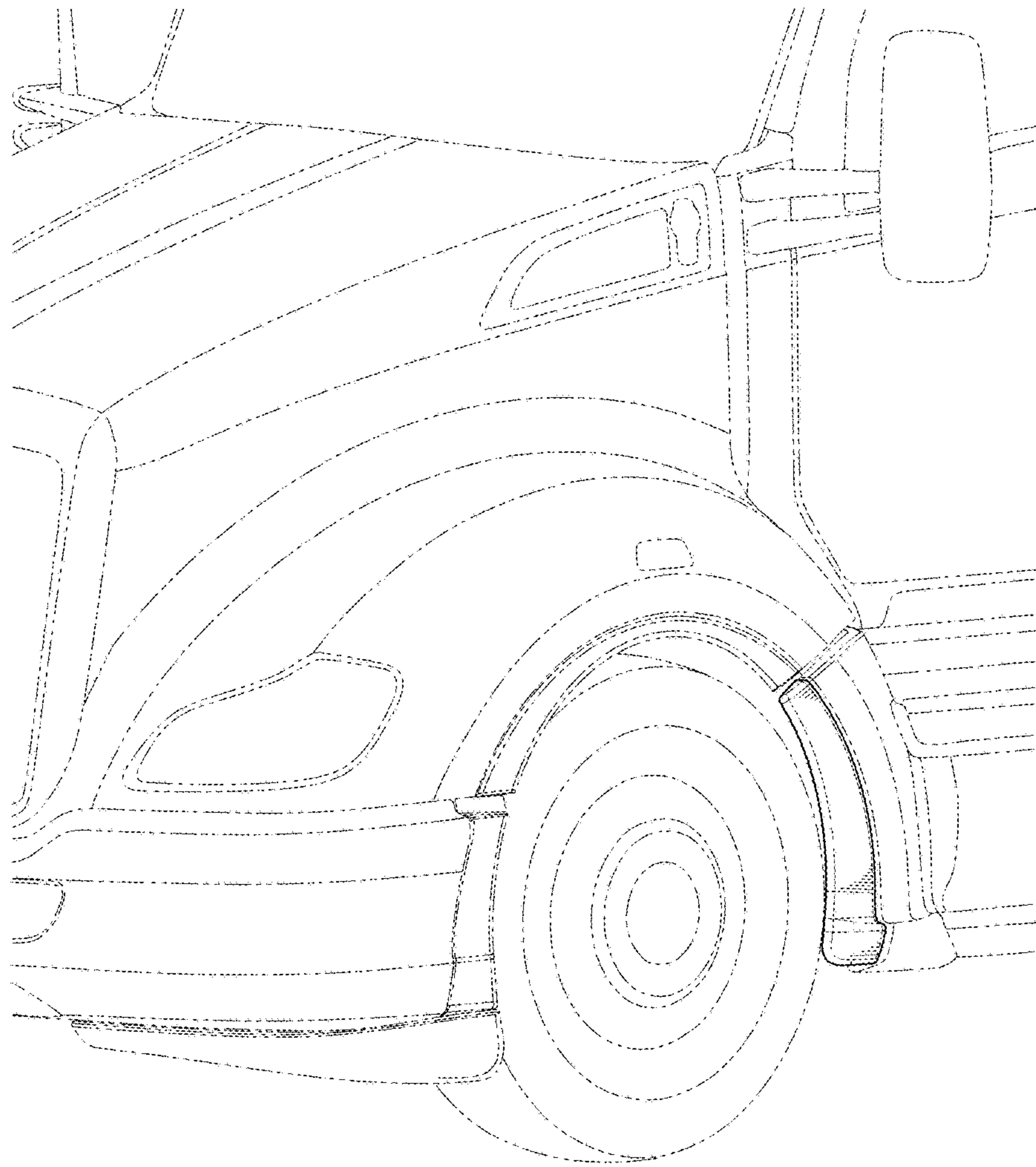


Fig. 1.

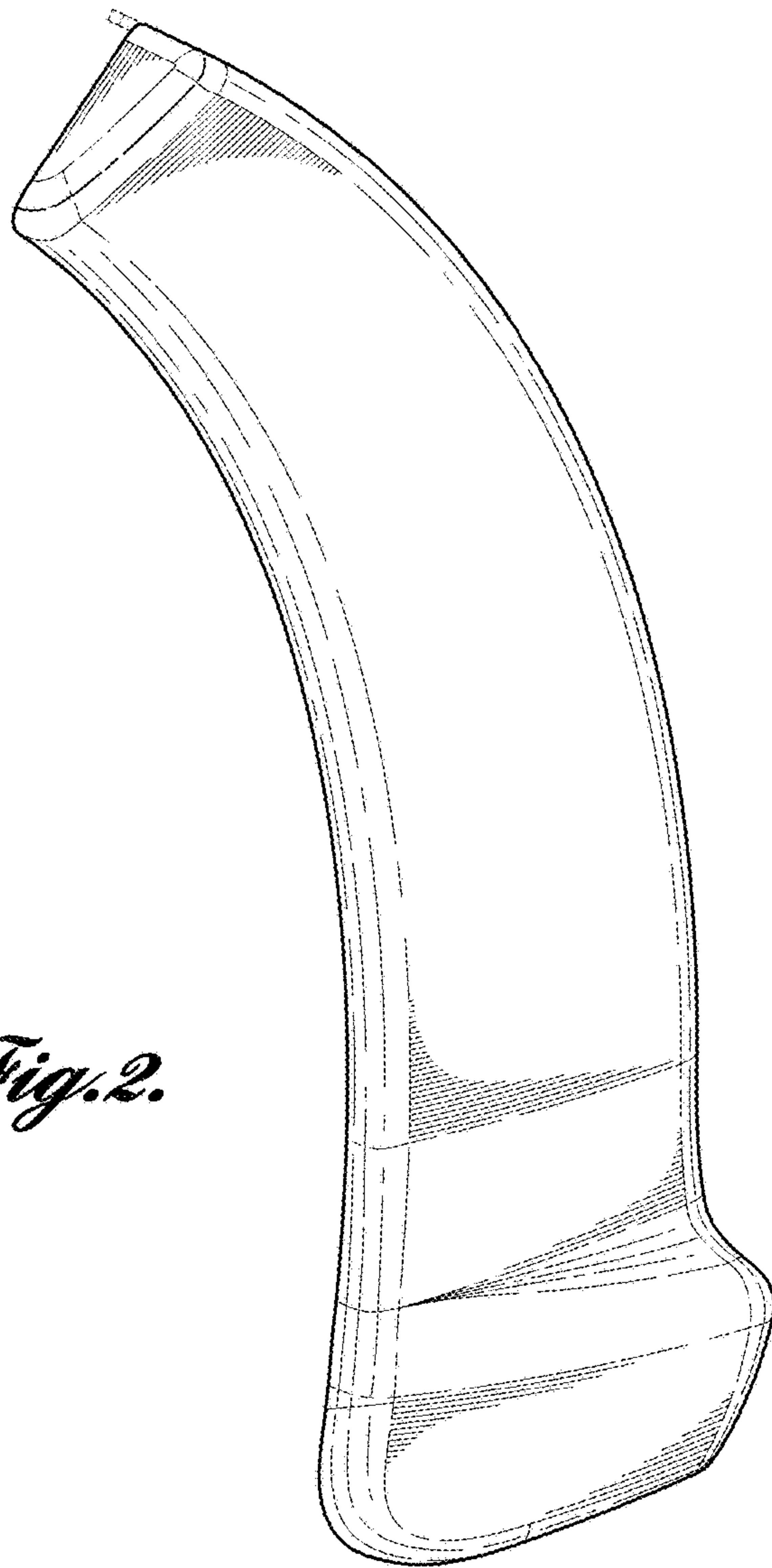


Fig. 2.

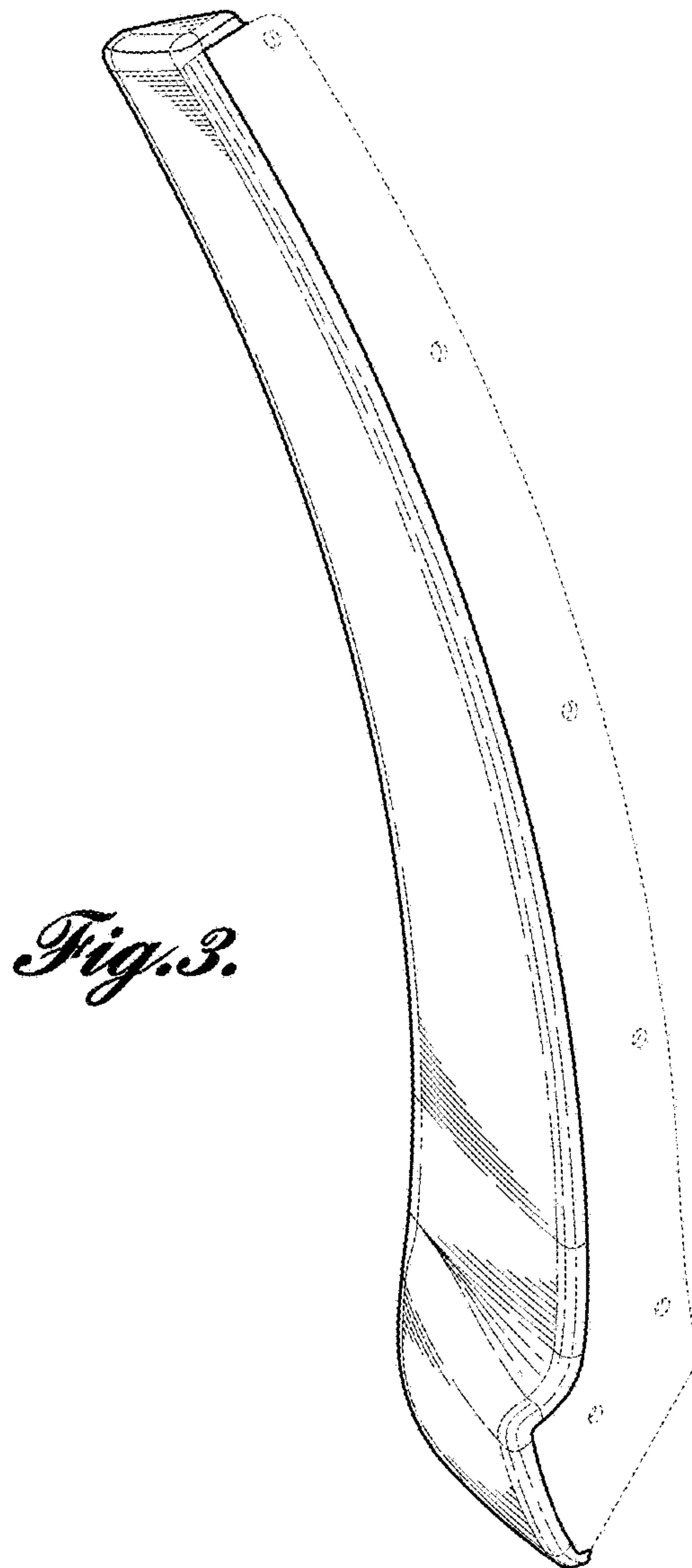


Fig. 3.

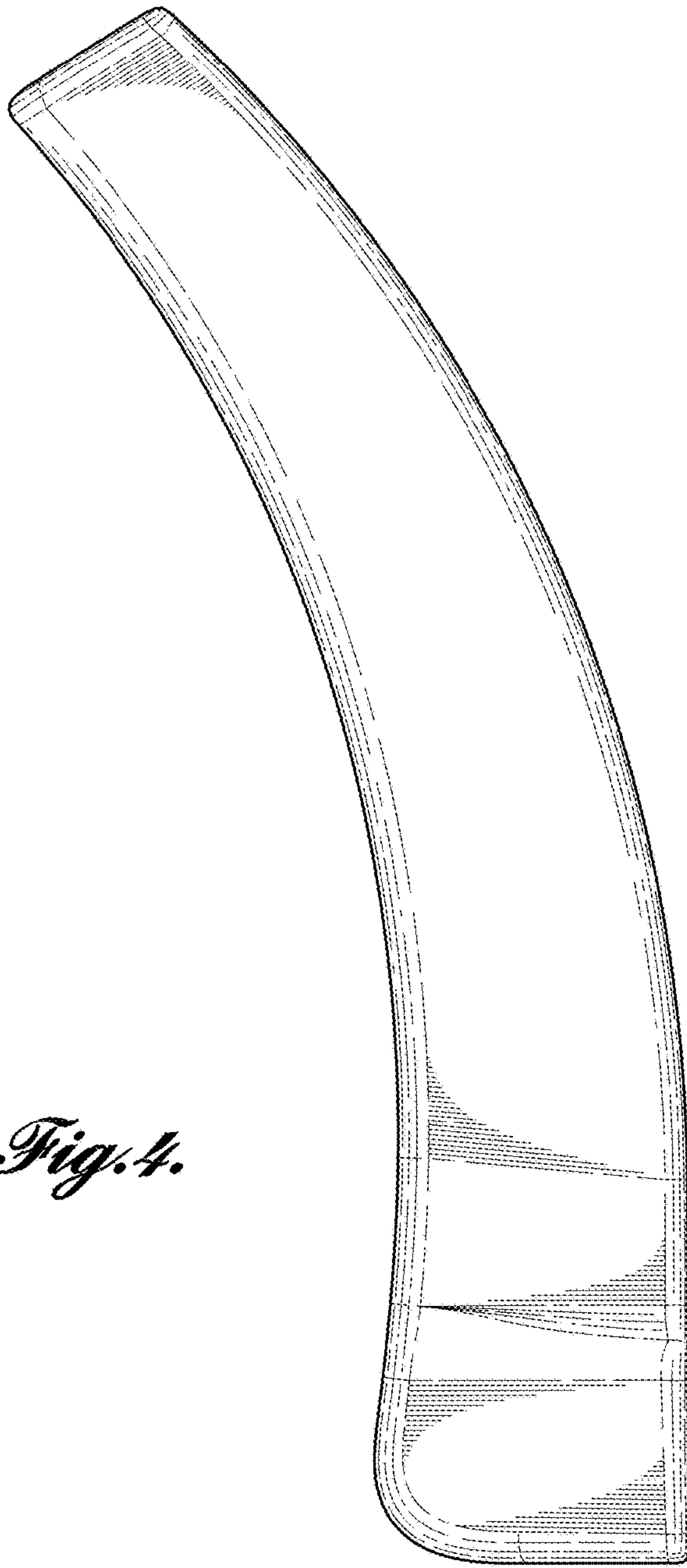


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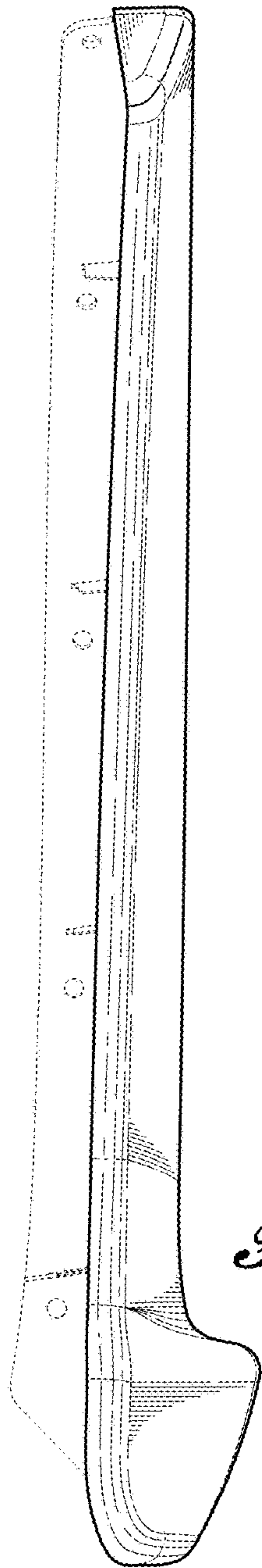


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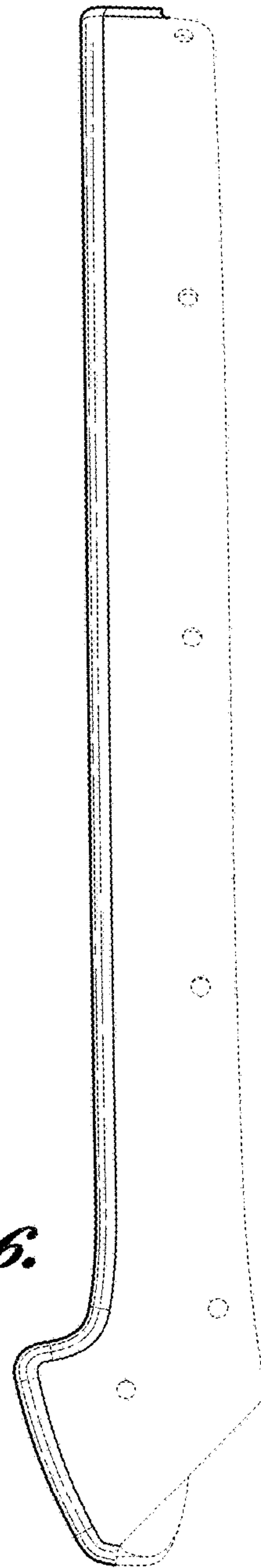


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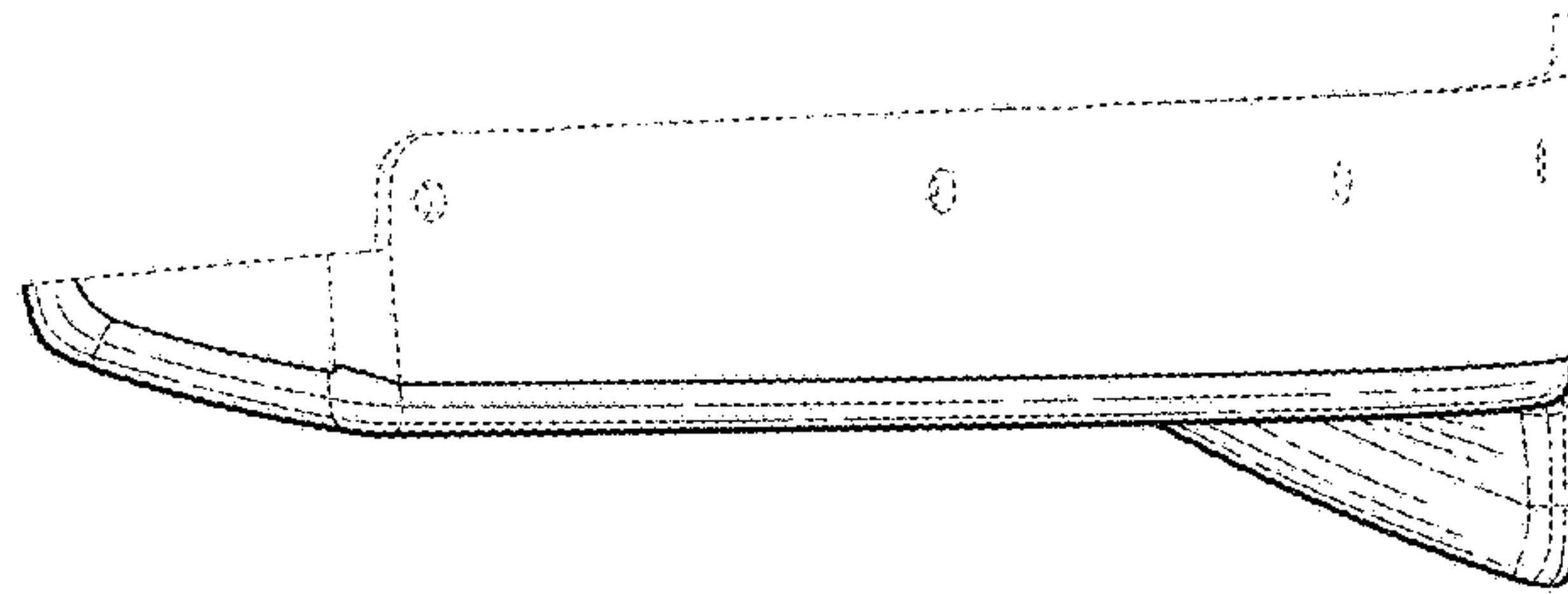


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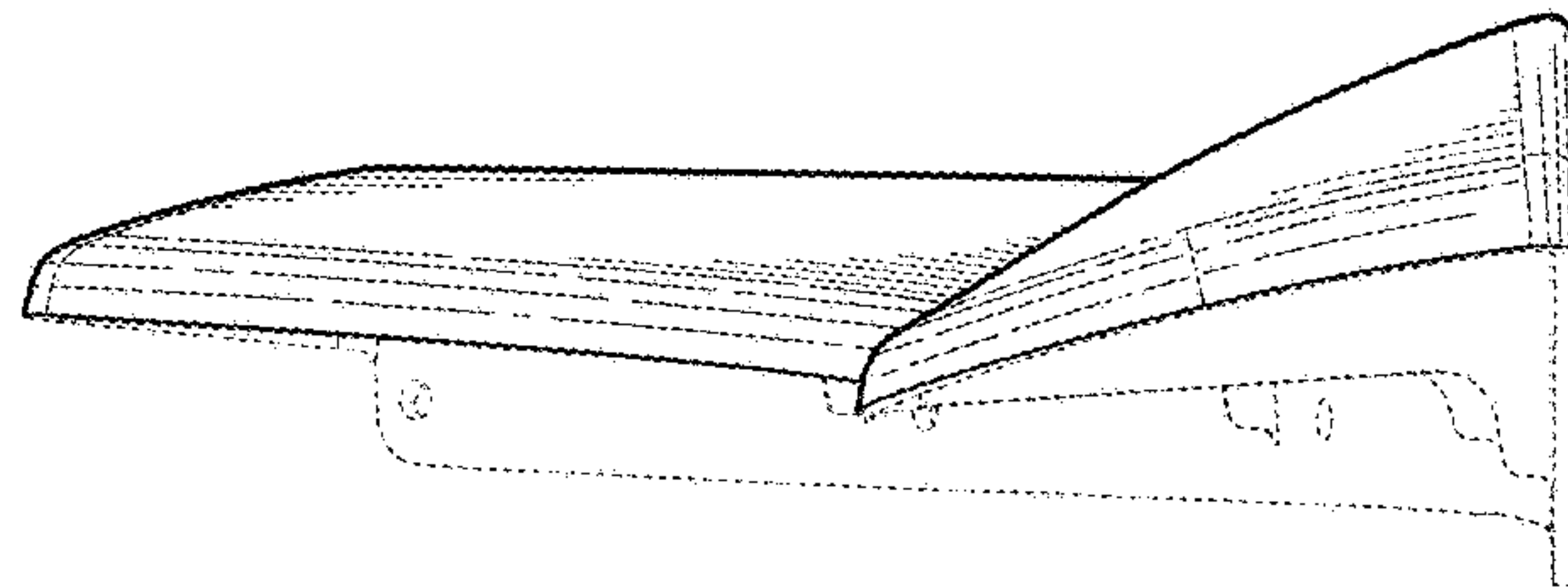


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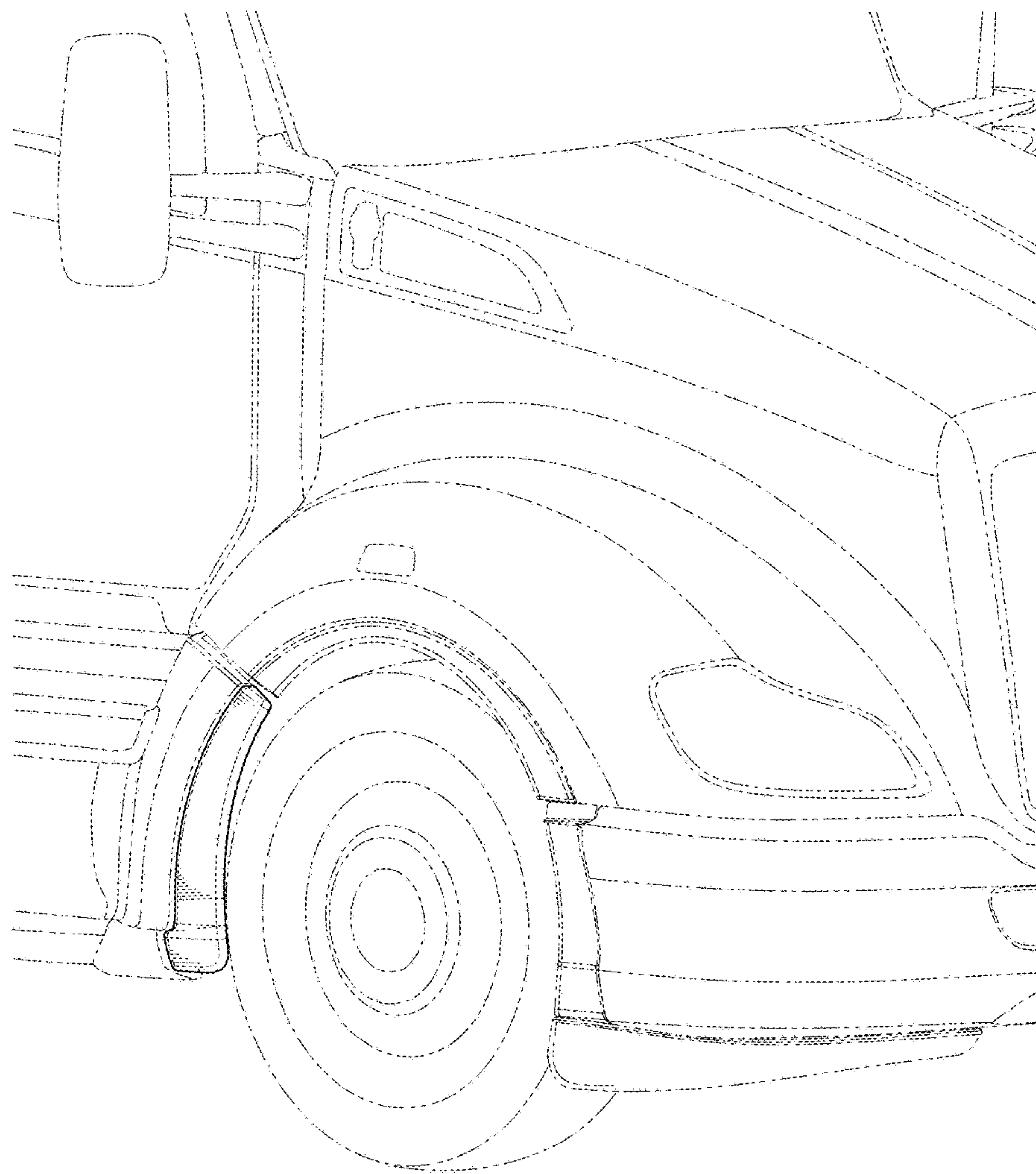


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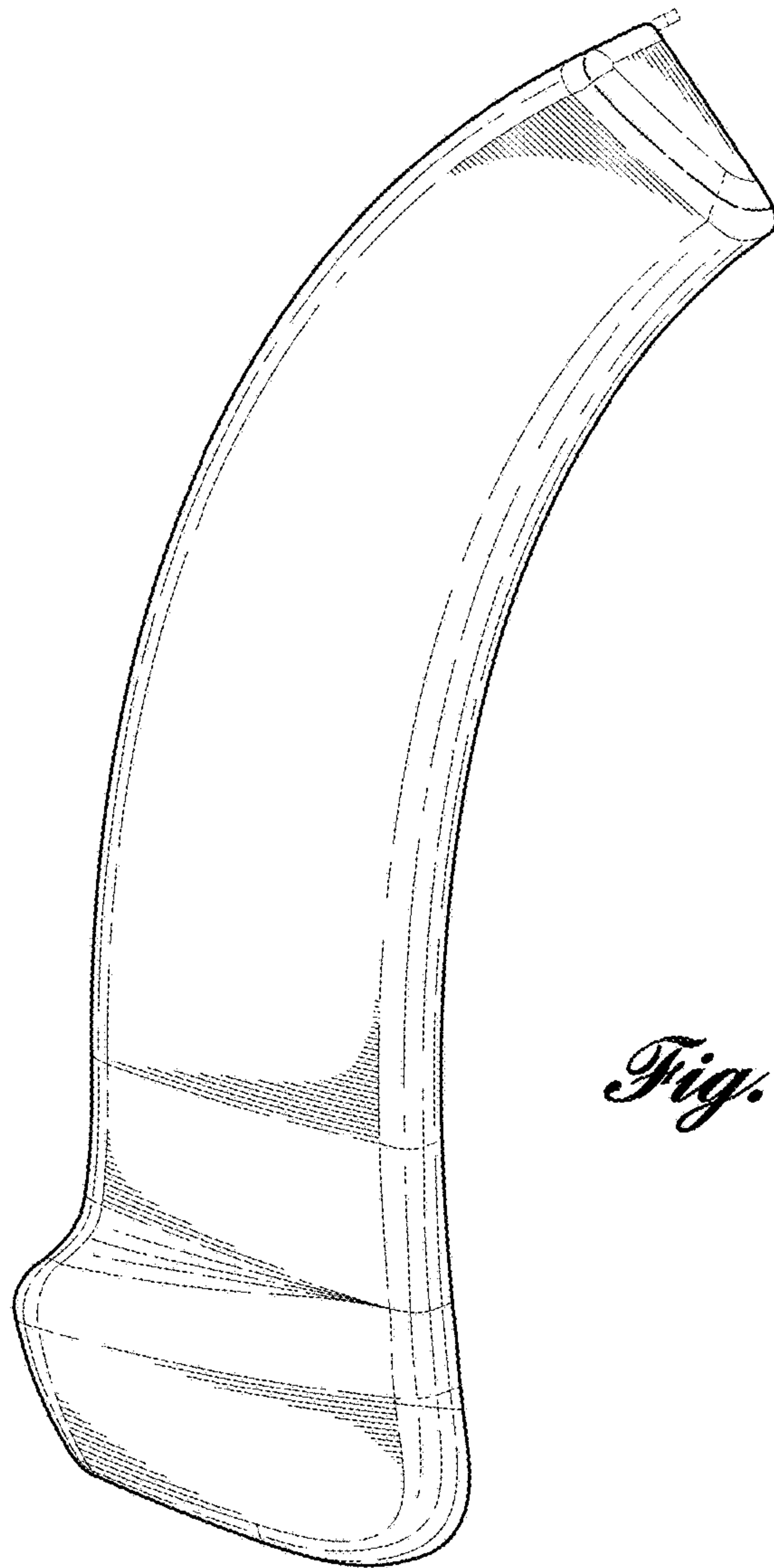


Fig. 10.

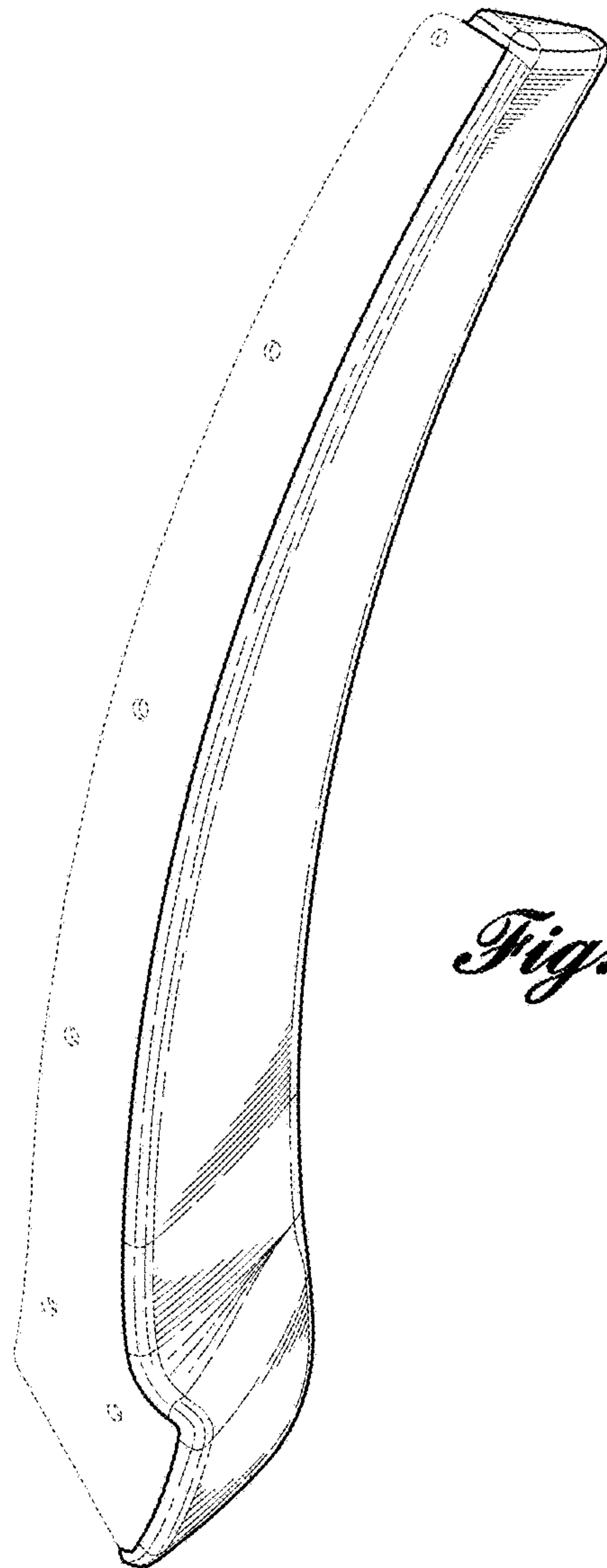


Fig. 11.

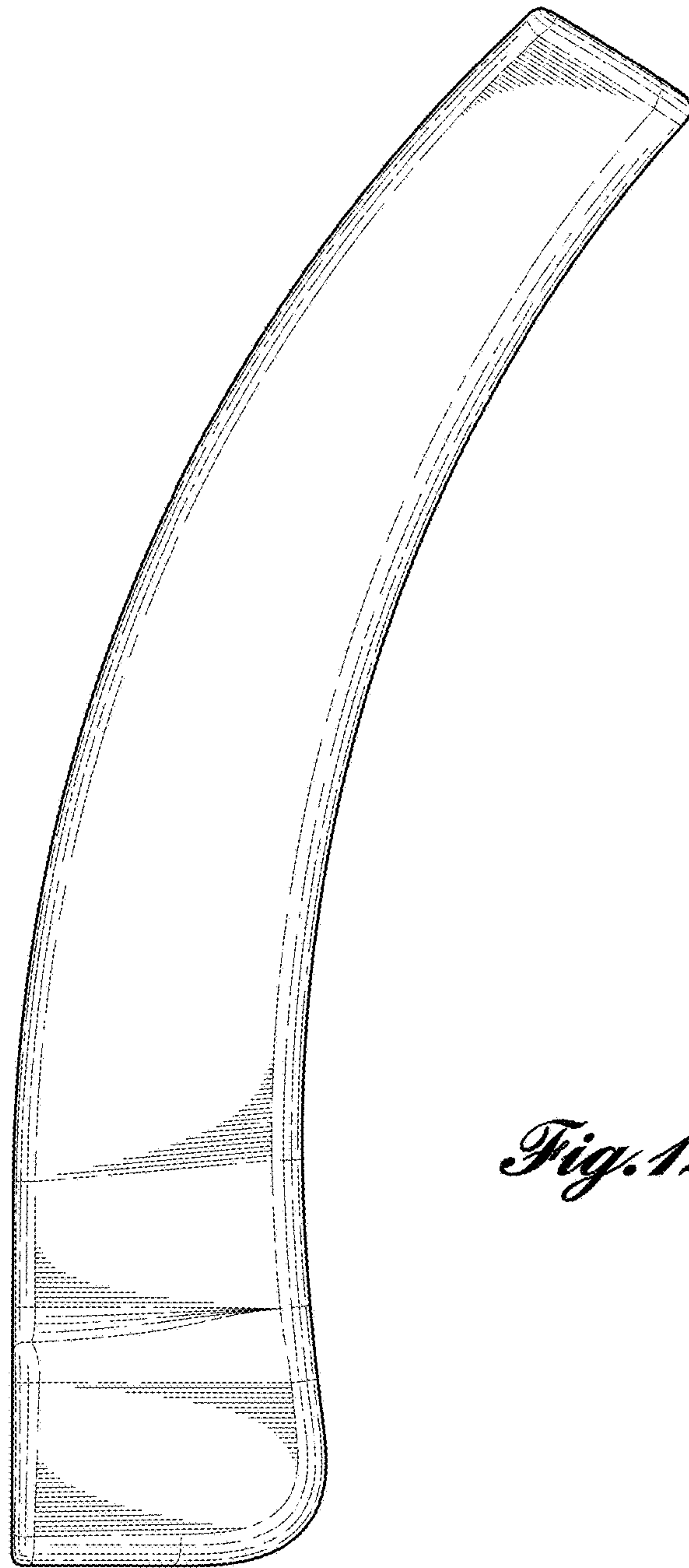


Fig. 12.

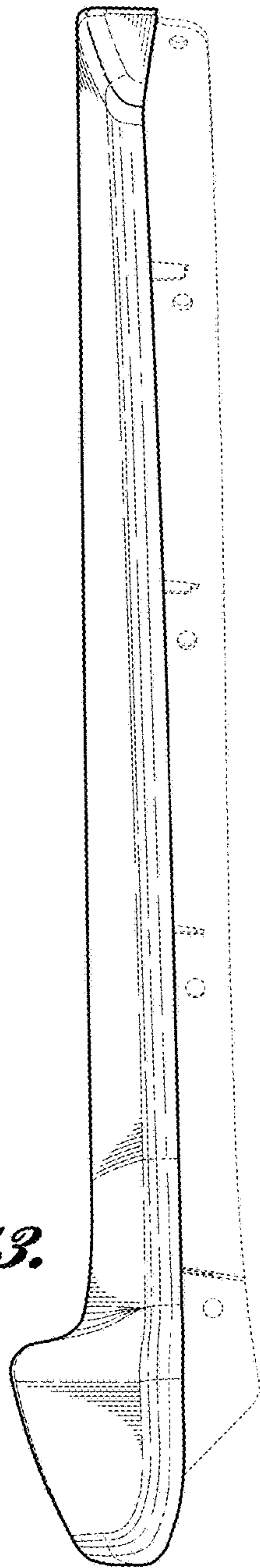


Fig. 13.

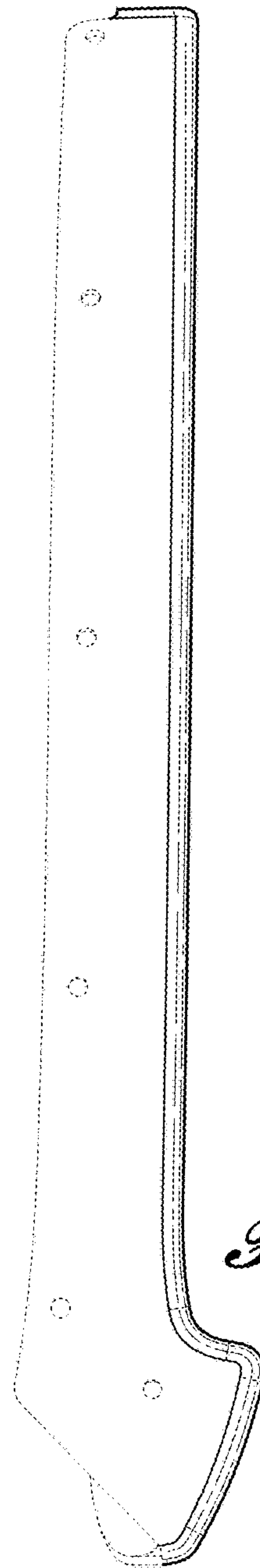


Fig. 14.

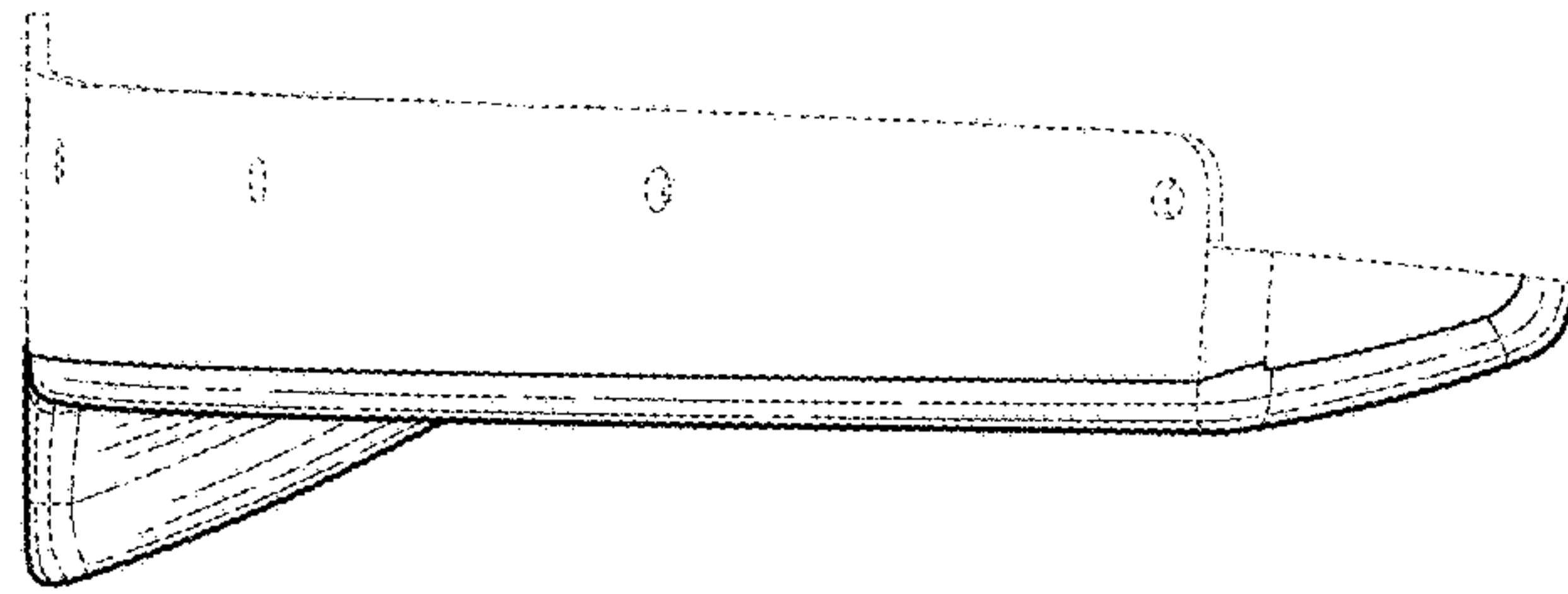


Fig. 15.

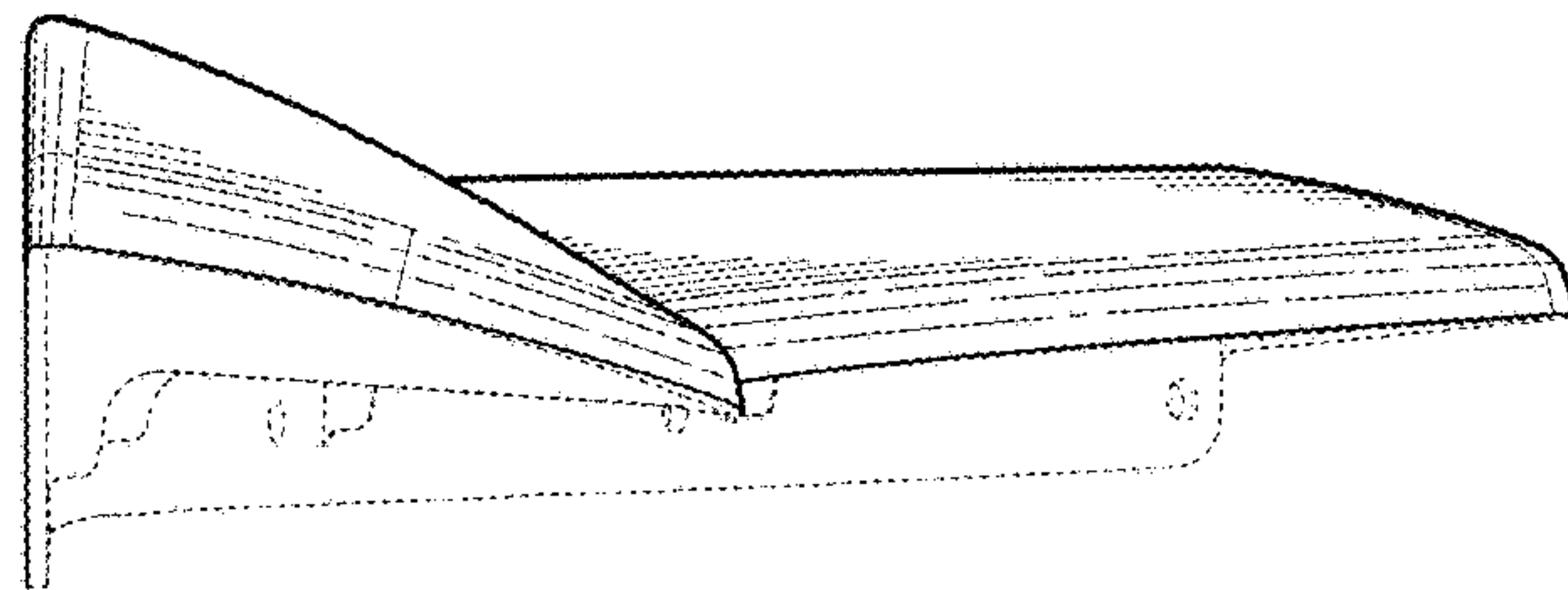


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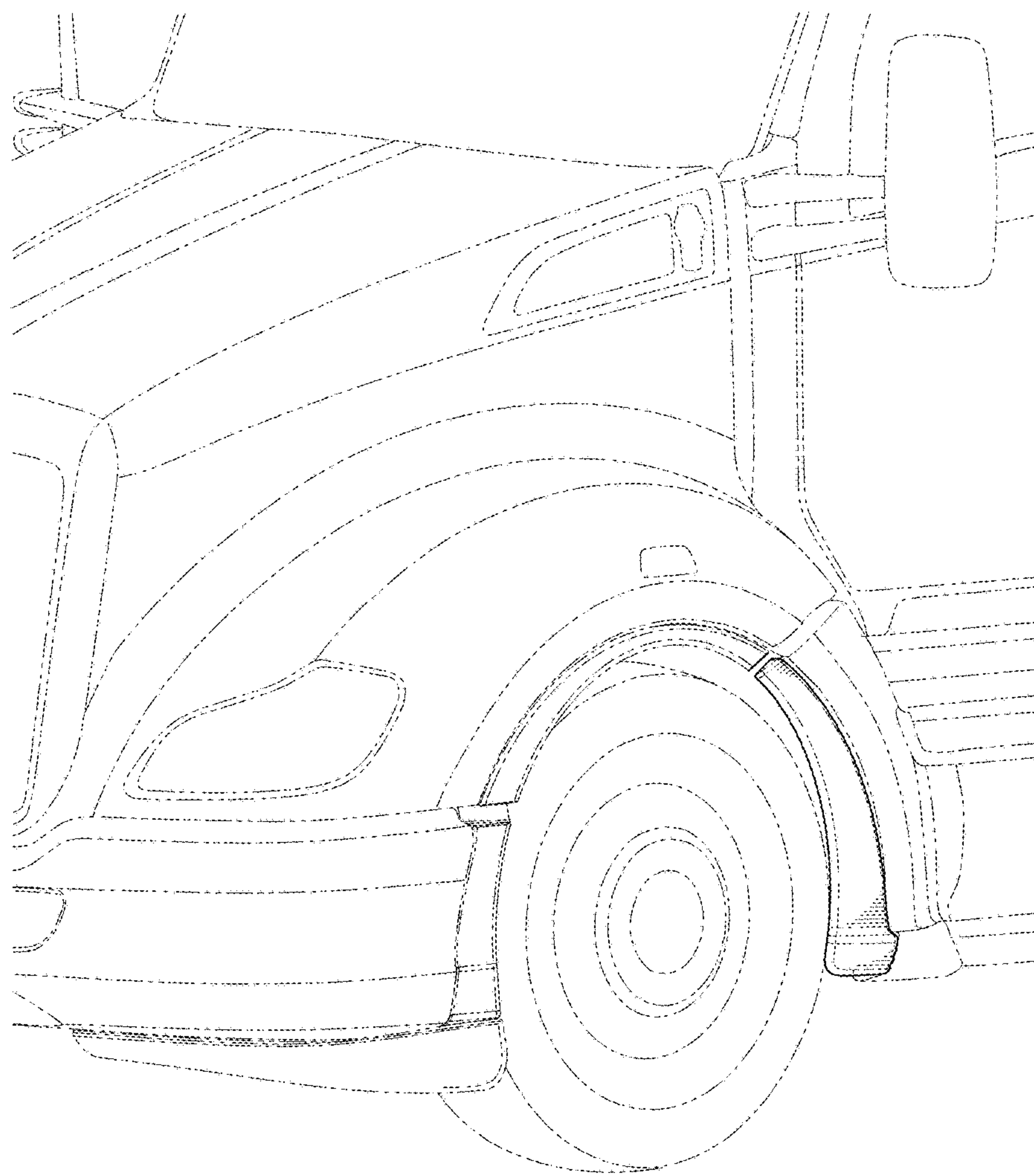


Fig. 17.

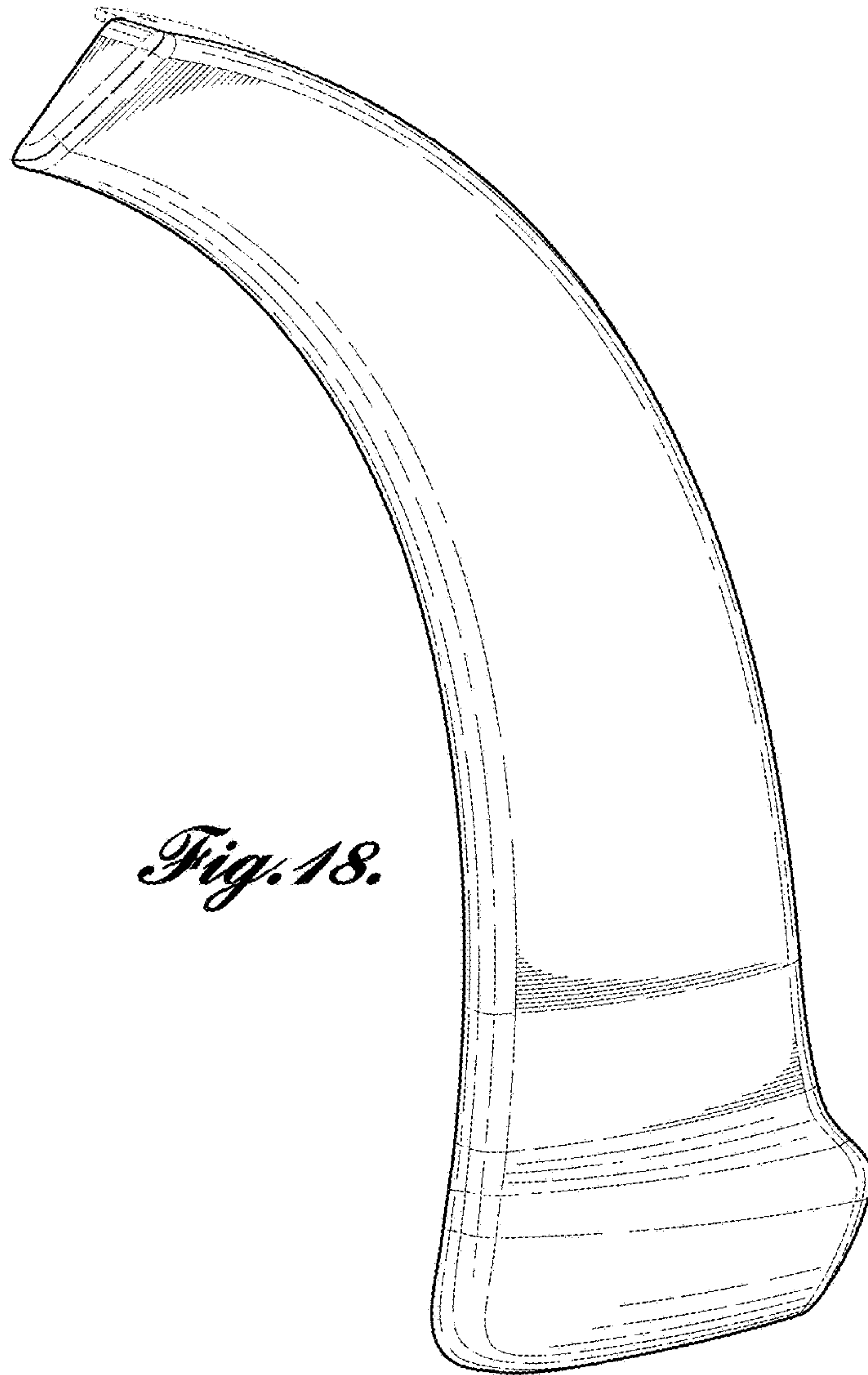


Fig. 18.

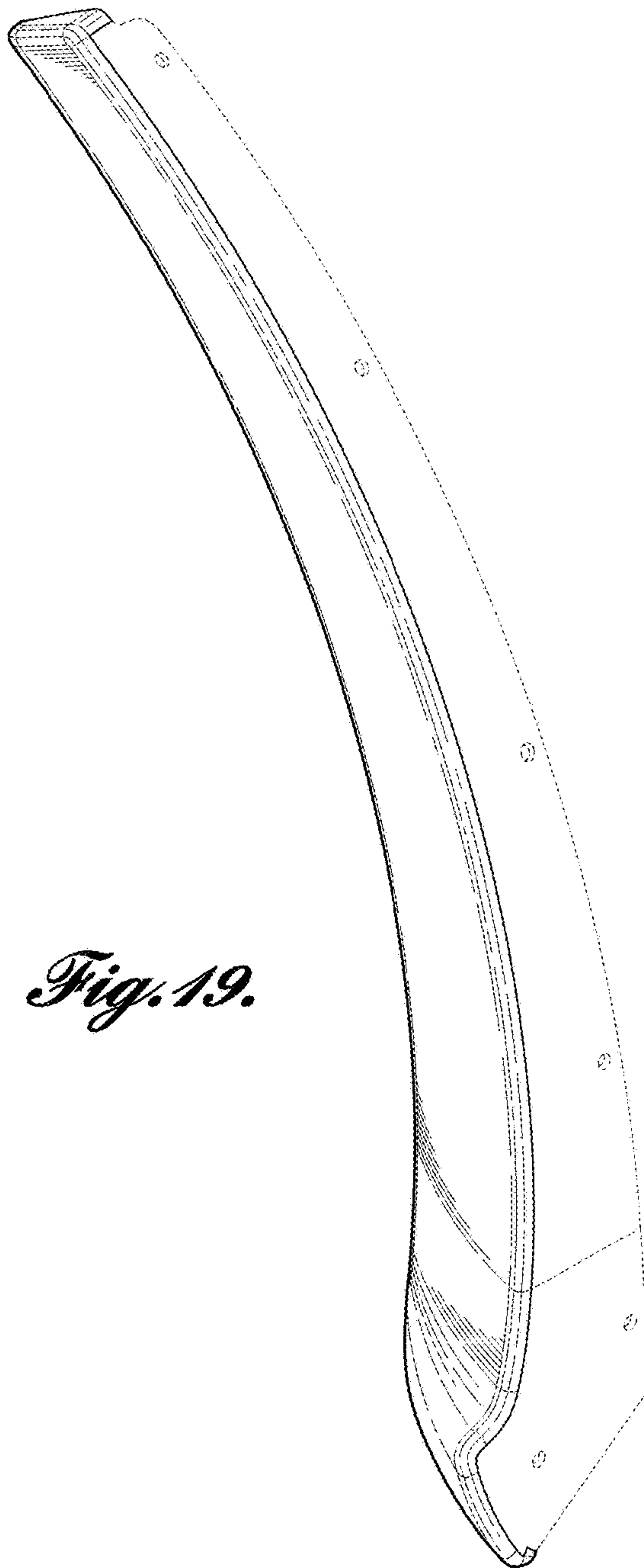


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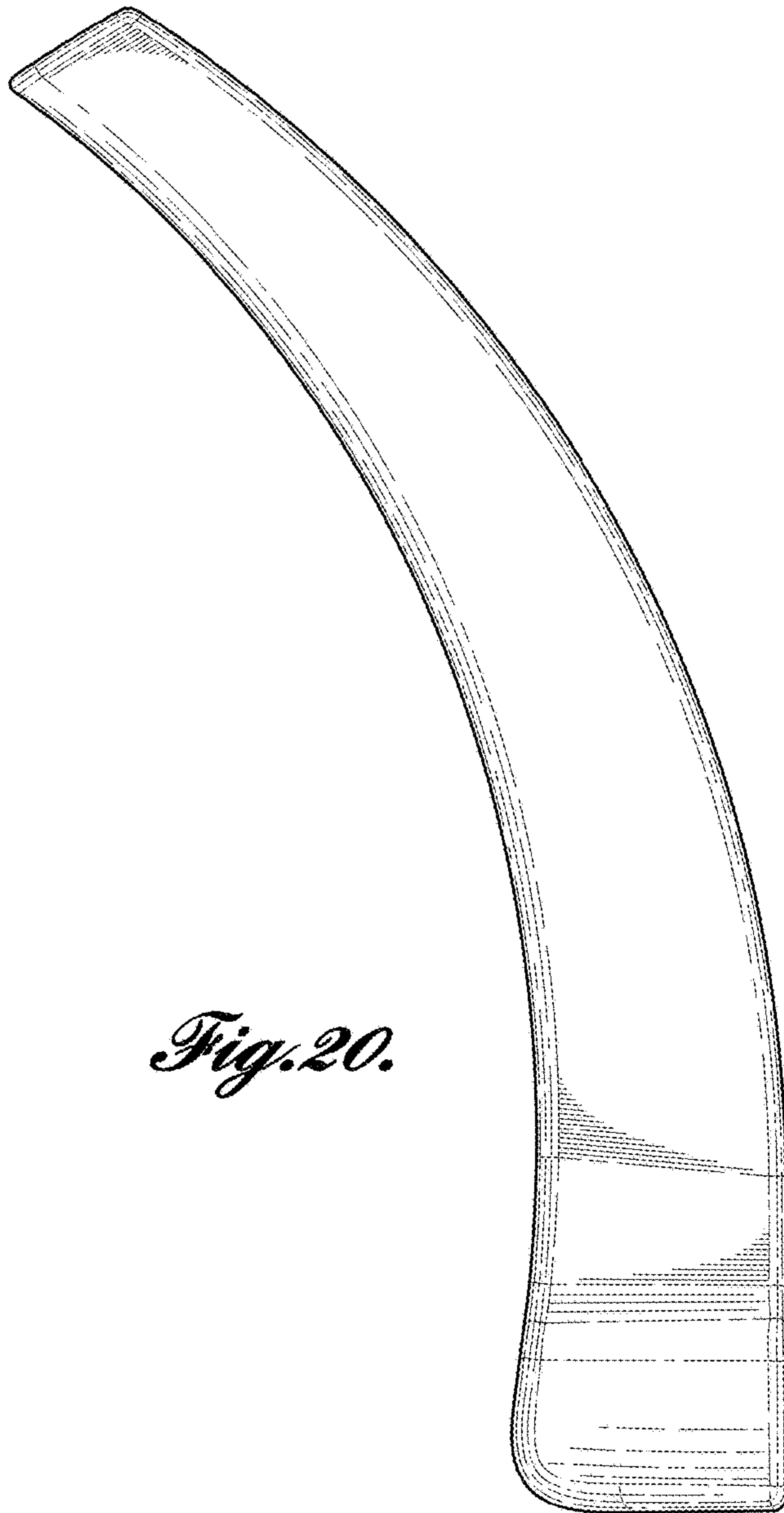


Fig. 20.

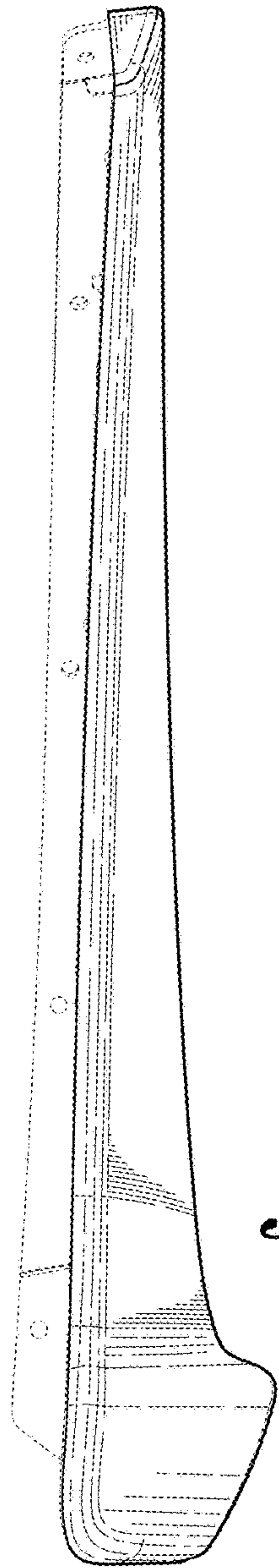


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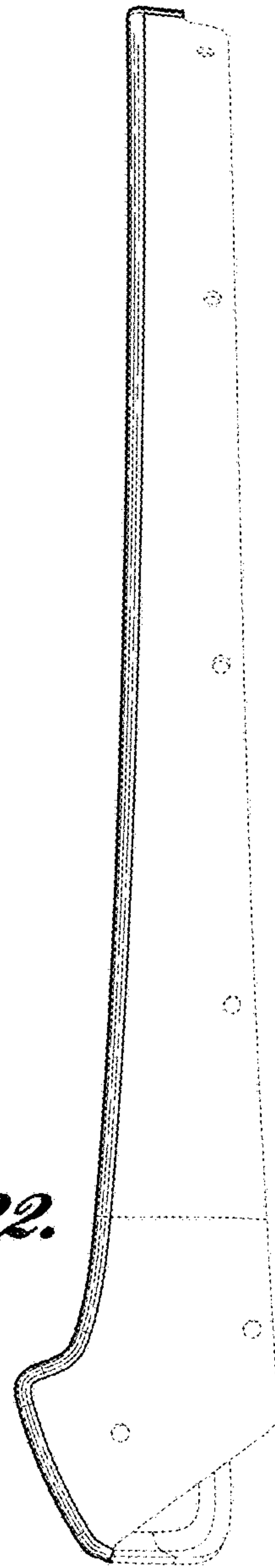


Fig. 22.

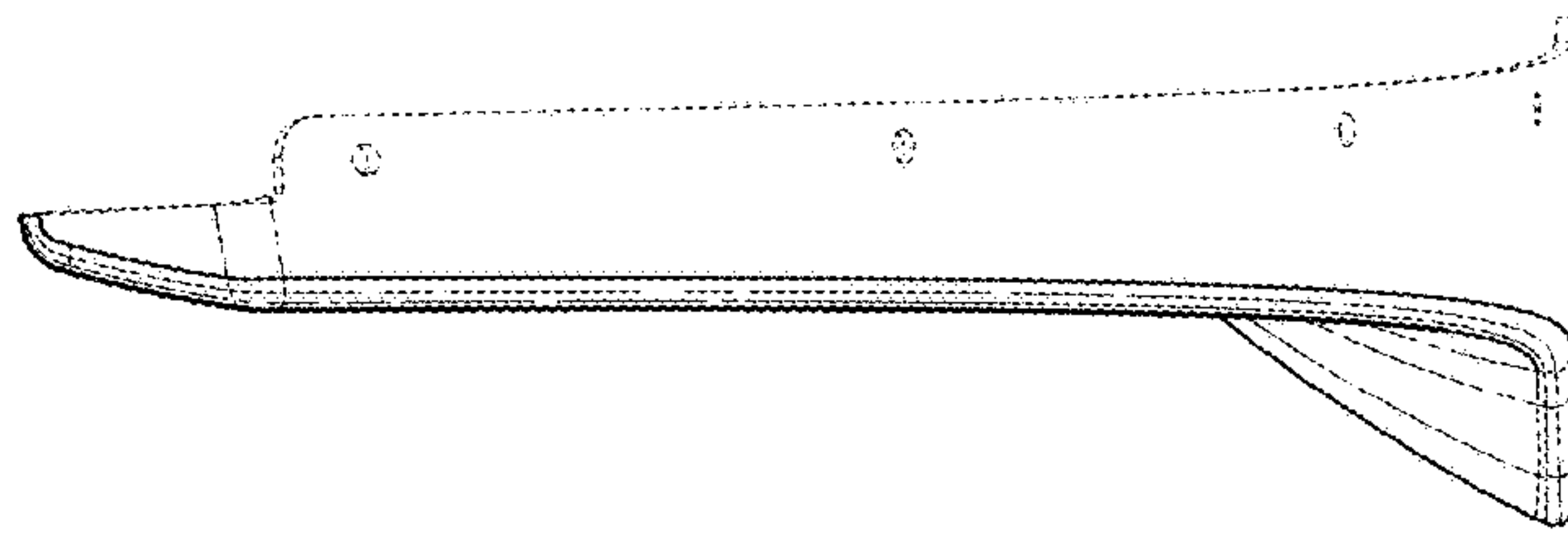


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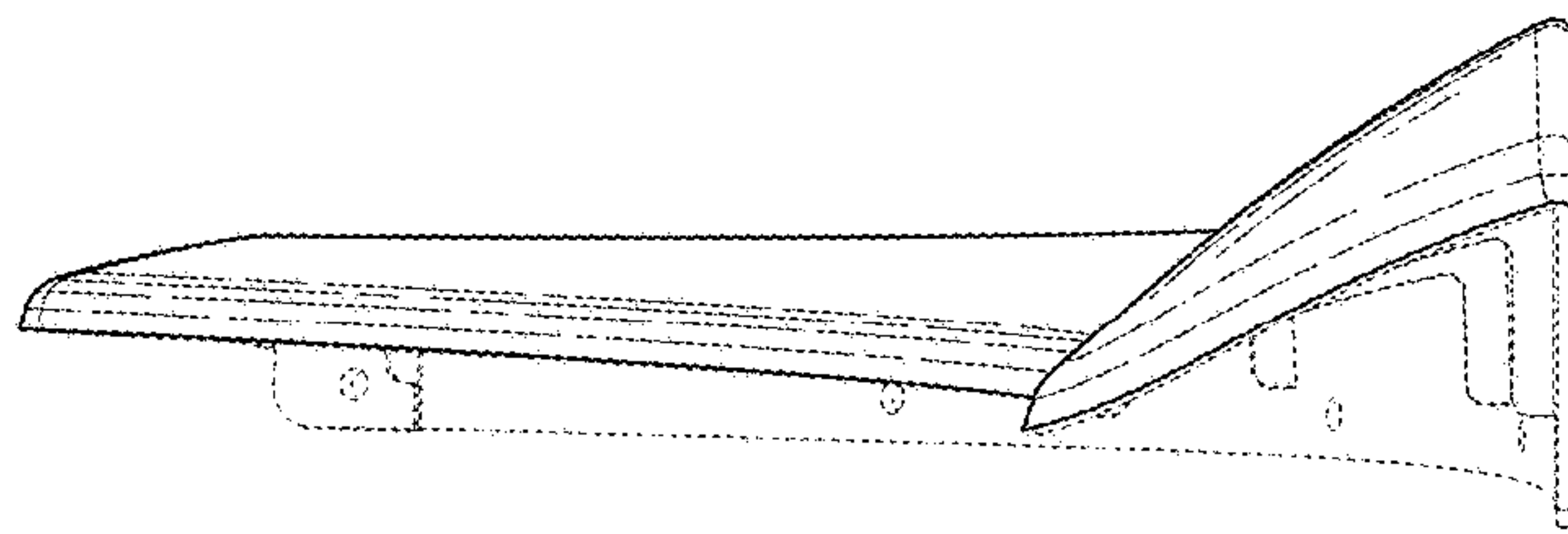


Fig. 24.

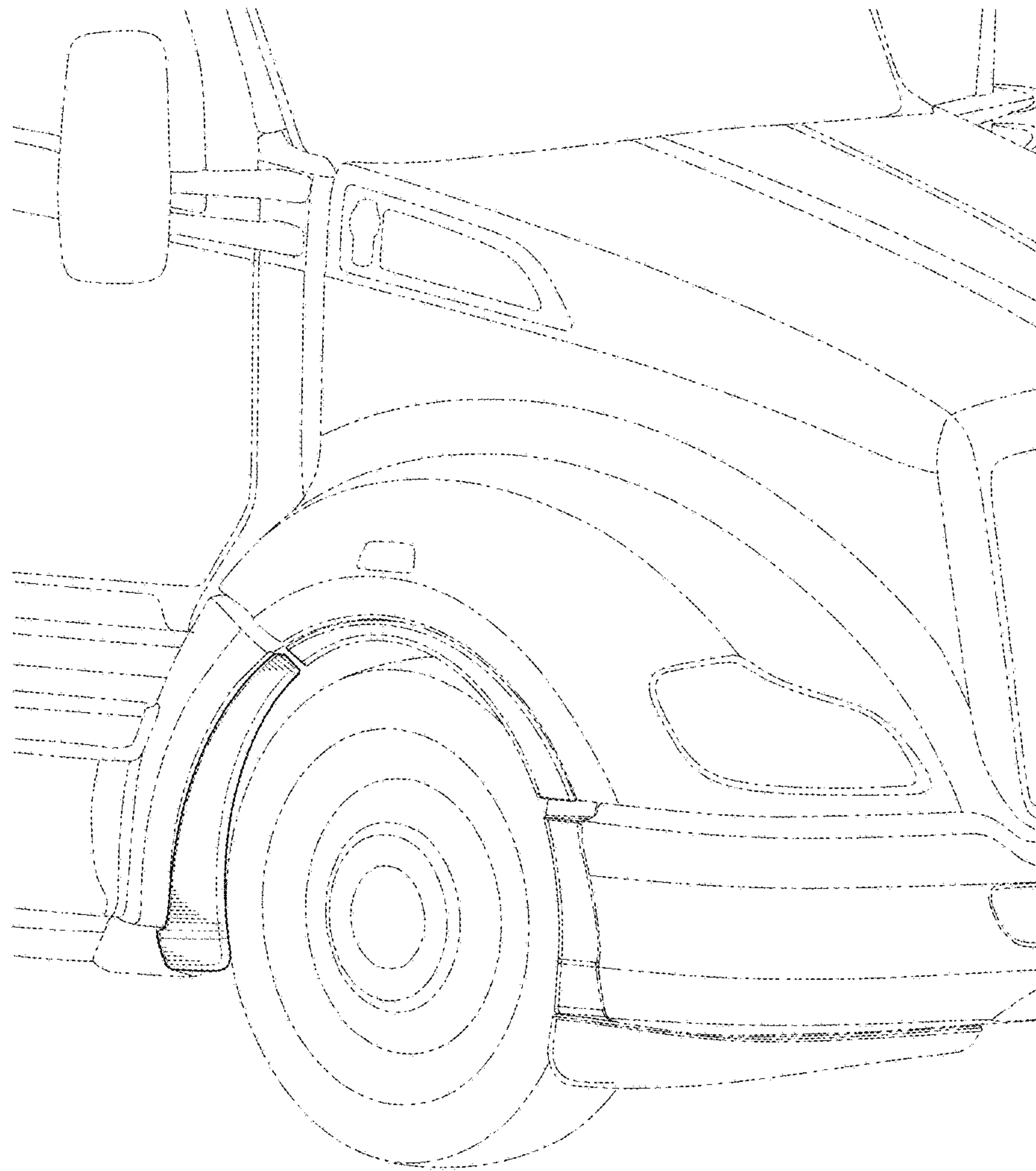


Fig. 25.

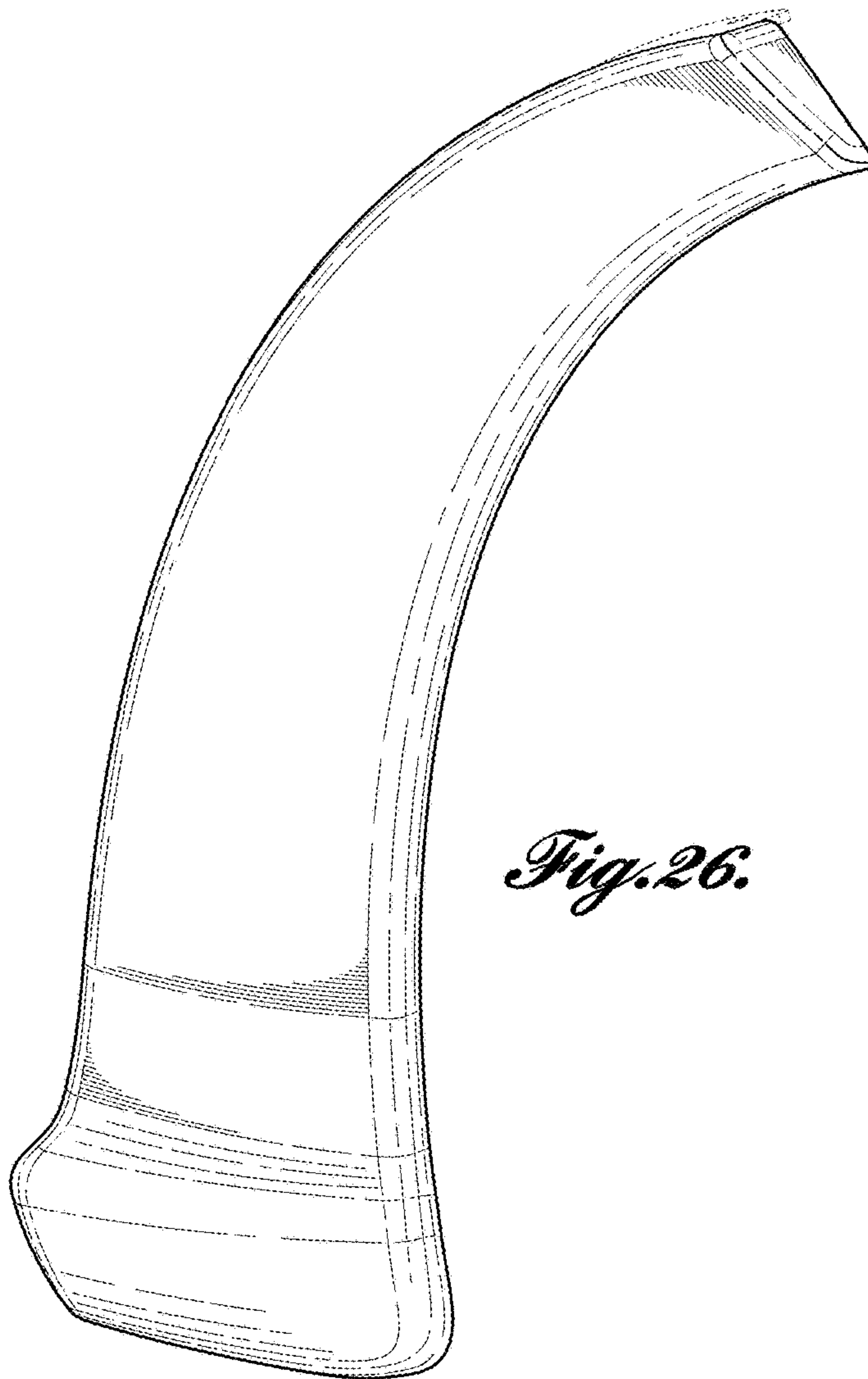
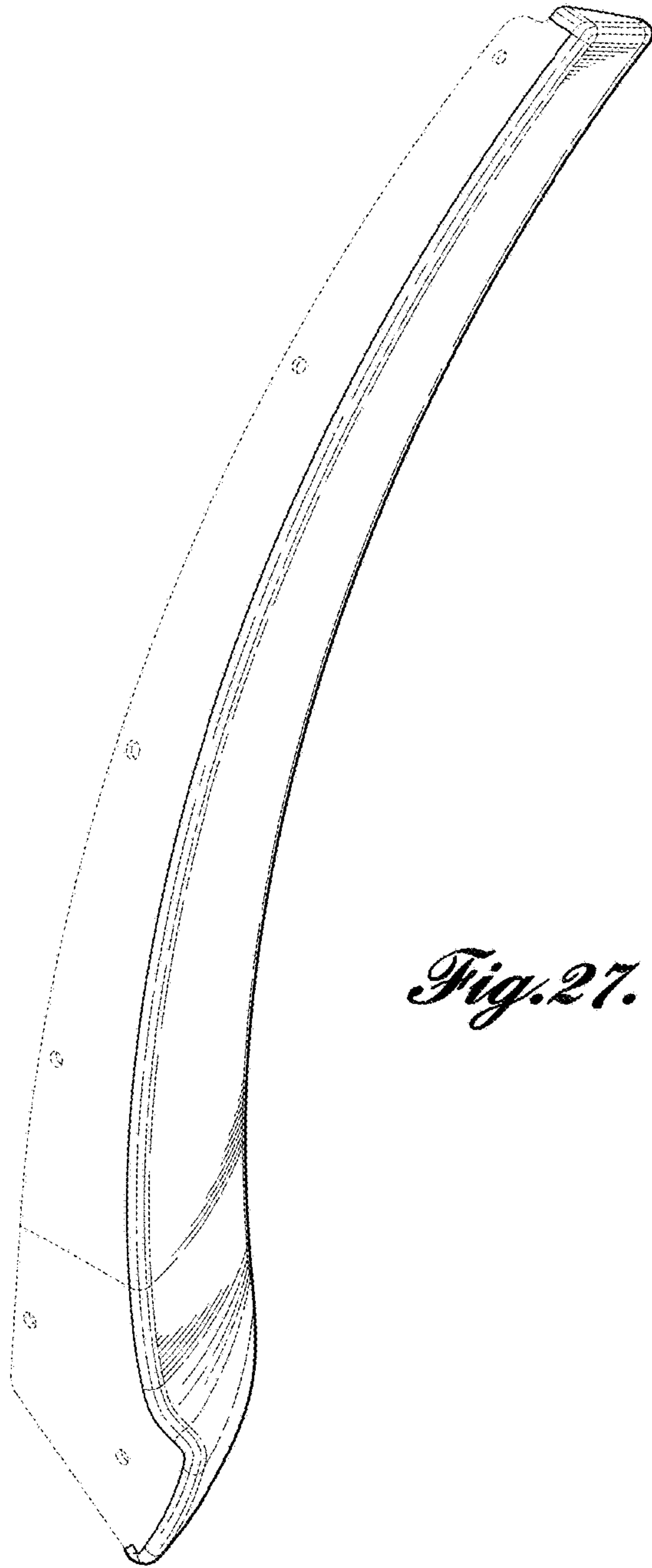


Fig. 26.



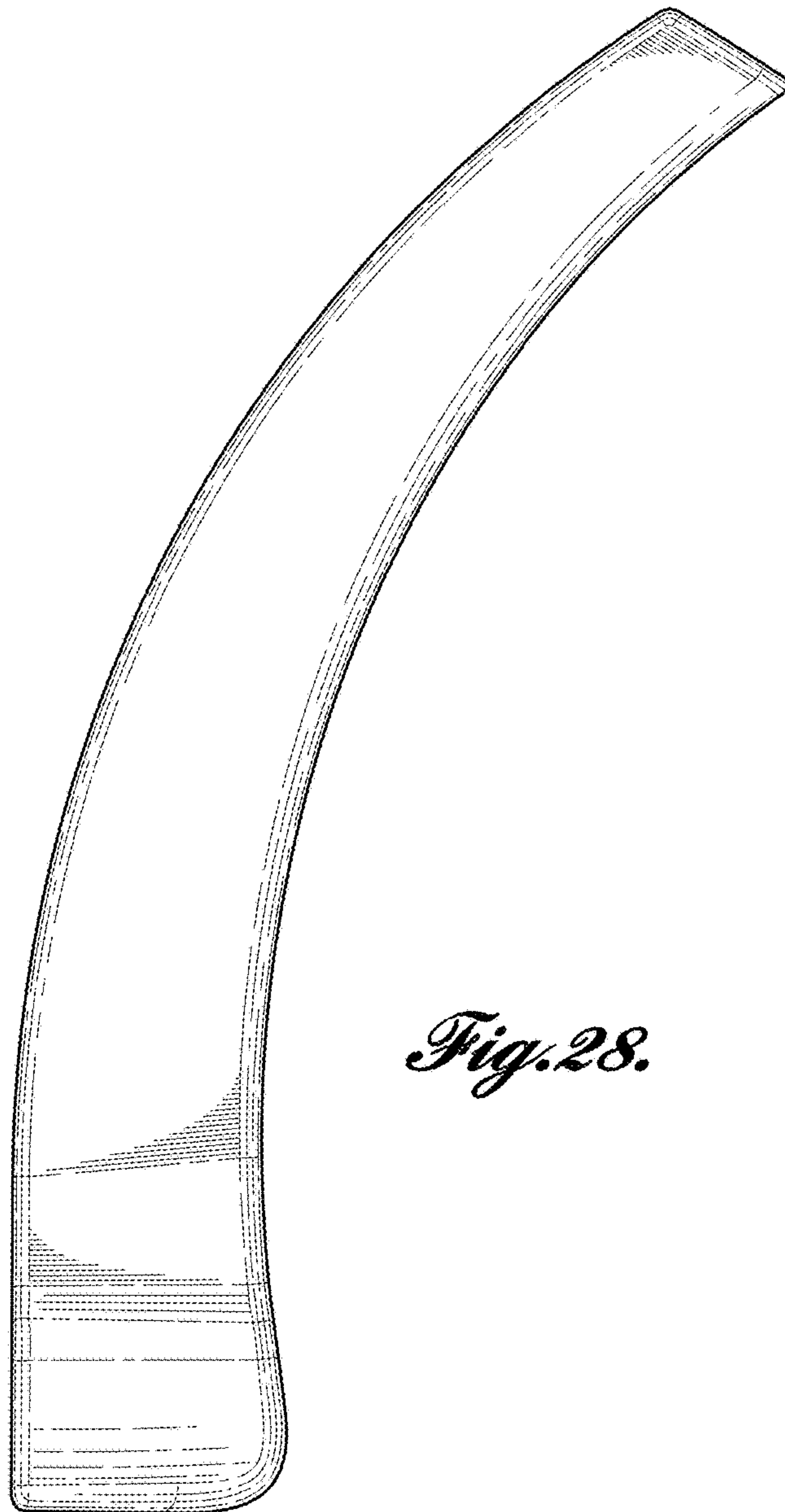
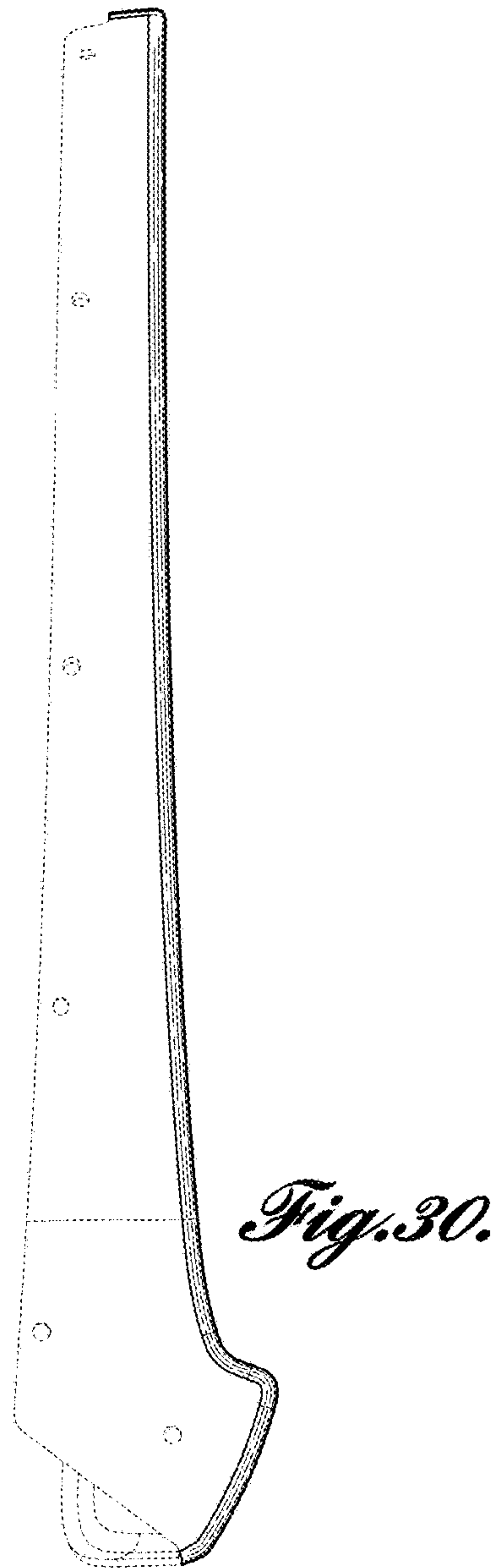
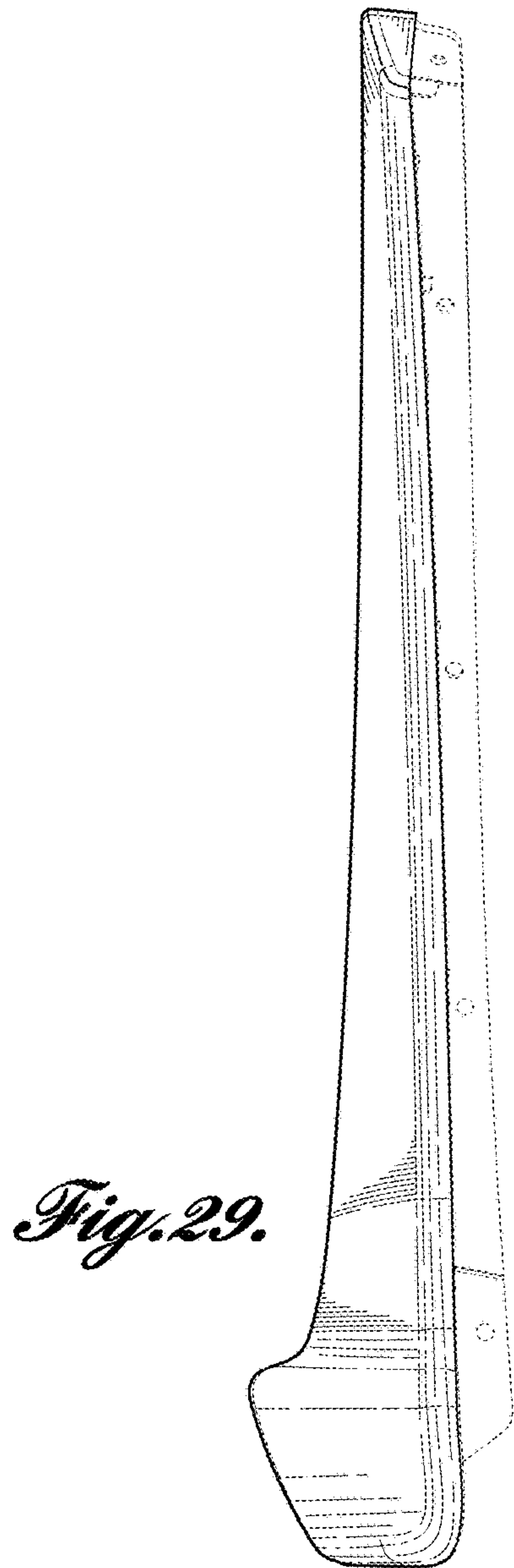


Fig. 28.



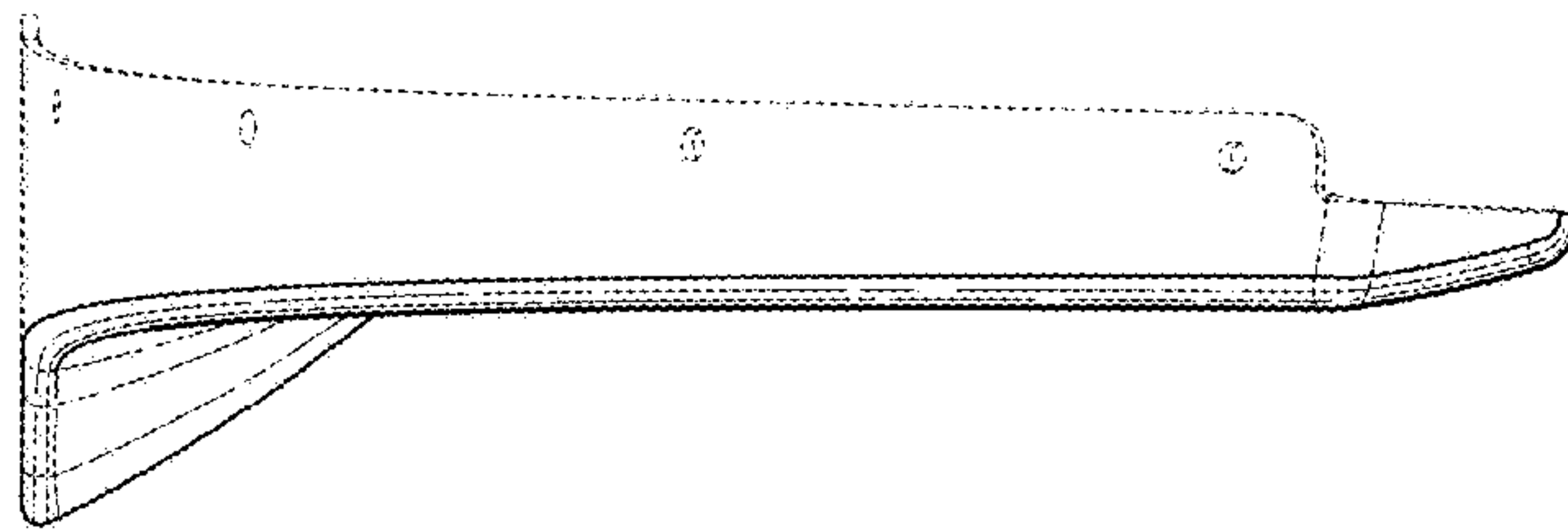


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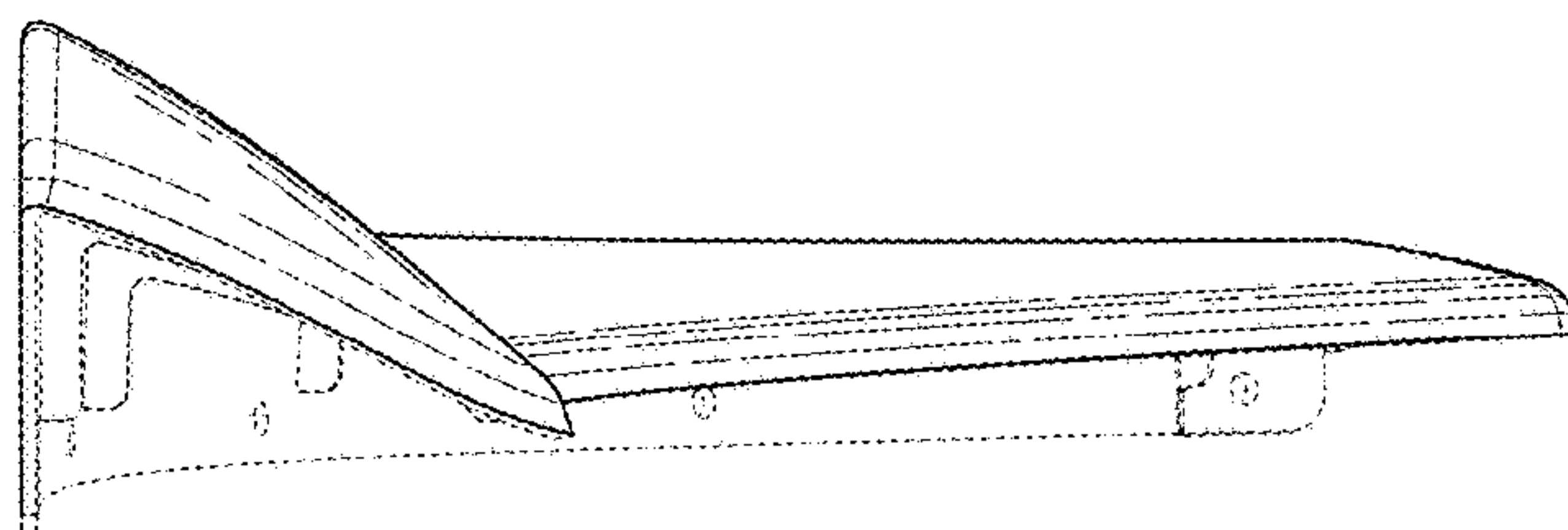


Fig. 32.