



US00D860924S

(12) **United States Design Patent**
Hamanaka et al.

(10) **Patent No.:** **US D860,924 S**

(45) **Date of Patent:** **** Sep. 24, 2019**

(54) **AUTOMOBILE TIRE**

D695,210 S * 12/2013 Tanaka D12/579
D843,927 S * 3/2019 Canankamp D12/600
D844,549 S * 4/2019 Zimmerman D12/600

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* cited by examiner

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

(57) **CLAIM**

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

(21) Appl. No.: **29/649,788**

(22) Filed: **Jun. 1, 2018**

DESCRIPTION

(30) **Foreign Application Priority Data**

Dec. 1, 2017 (JP) 2017-026914

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

(52) **U.S. Cl.**
USPC **D12/579**

(58) **Field of Classification Search**
USPC D12/568–603
CPC B60C 2011/0341; B60C 2011/0344; B60C 2011/0348
See application file for complete search history.

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

FIG. 2 is a front view thereof;

FIG. 3 is a rear view thereof;

FIG. 4 is a right side view thereof;

FIG. 5 is a left side view thereof;

FIG. 6 is a top view thereof;

FIG. 7 is a bottom view thereof;

FIG. 8 is an enlarged perspective view thereof taken at a portion defined by lines 8-8 shown in FIG. 1;

FIG. 9 is an enlarged view thereof taken at a portion defined by lines 9-9 shown in FIG. 2; and,

FIG. 10 is an end view thereof taken at a portion defined by lines 10-10 shown in FIG. 9.

In the drawings, the broken lines depict environmental subject matter only and form no part of the claimed design.

The dot and dashed lines represents a boundary between the claimed portion and the non-claimed portion.

(56) **References Cited**

U.S. PATENT DOCUMENTS

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D289,275 S * 4/1987 Hinrichsen D12/588
D481,990 S * 11/2003 Hanna D12/579
D549,163 S * 8/2007 Maus D12/579

1 Claim, 10 Drawing Sheets

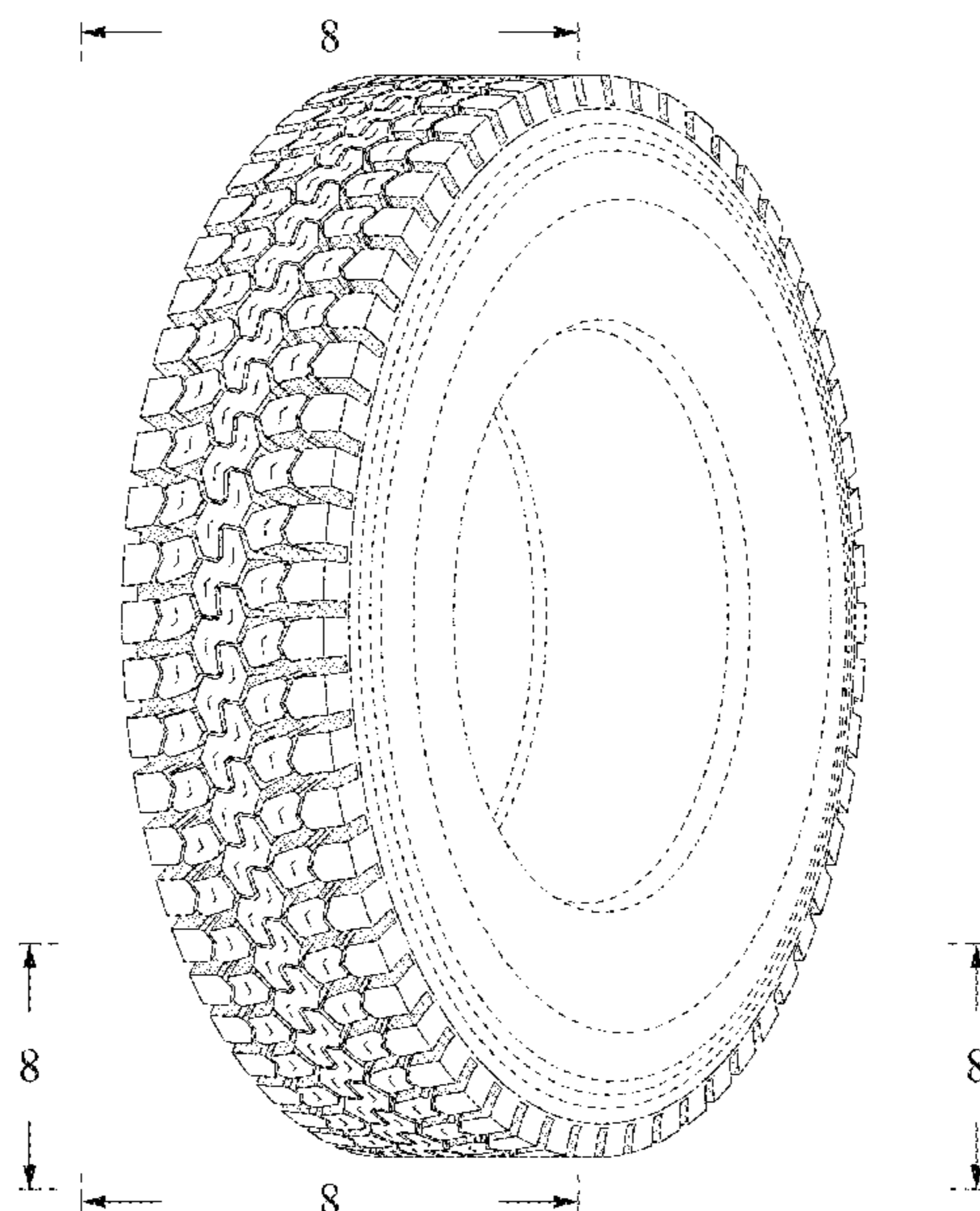


FIG. 1

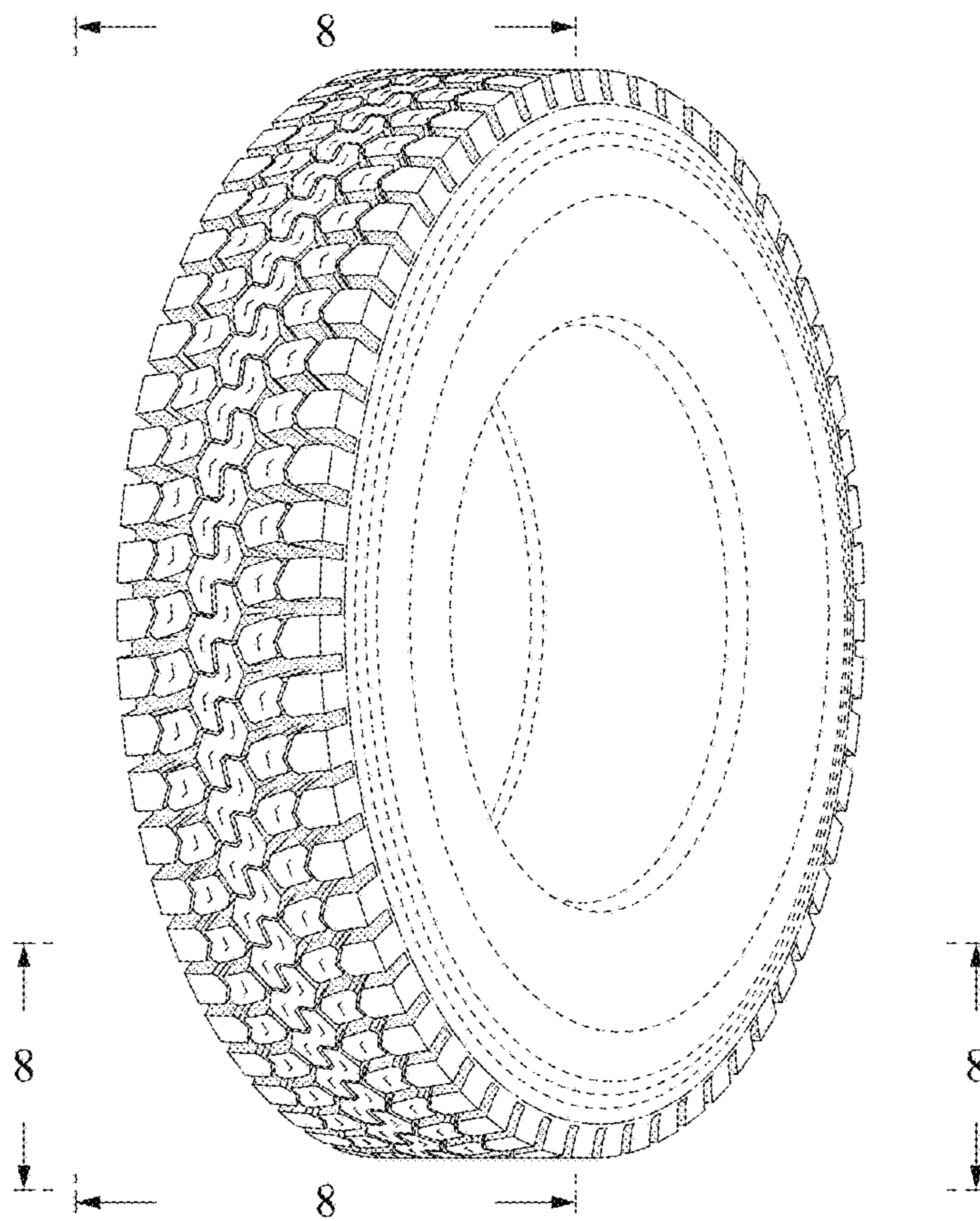


FIG. 2

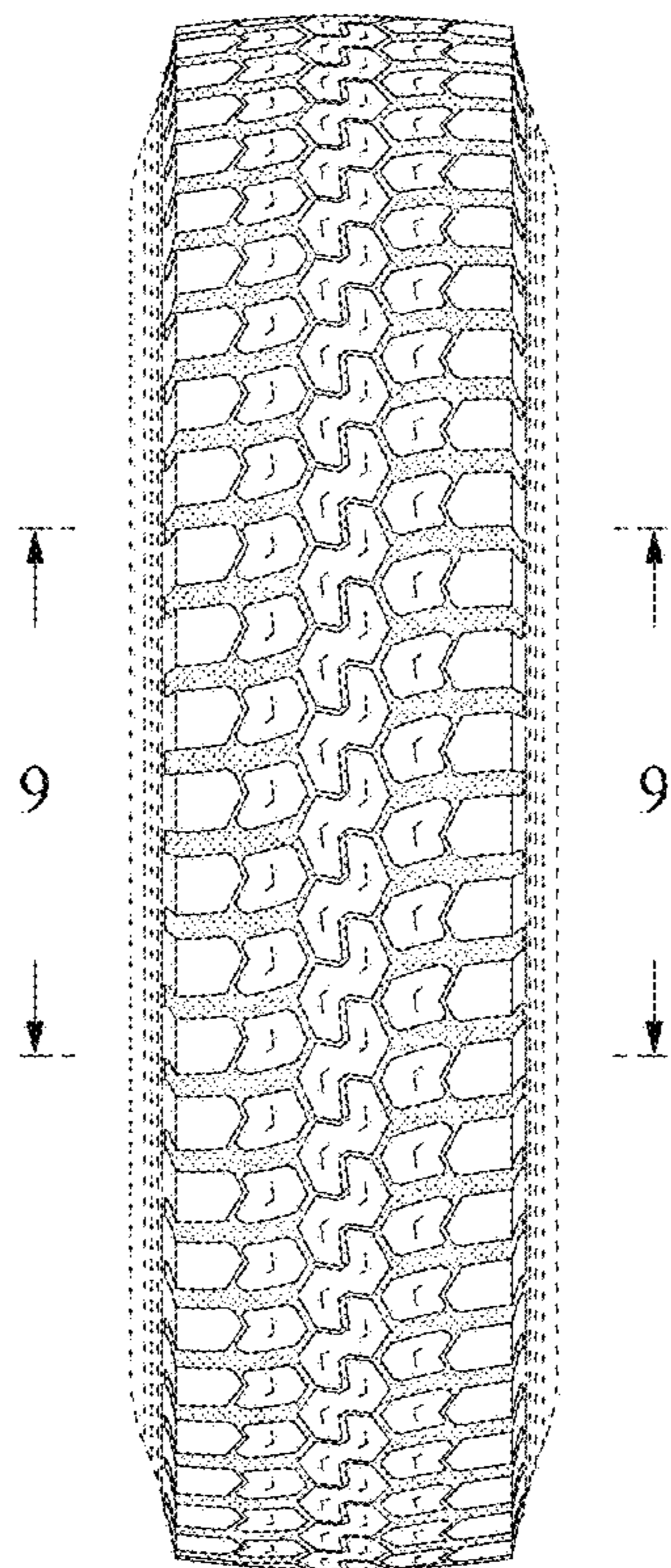


FIG. 3

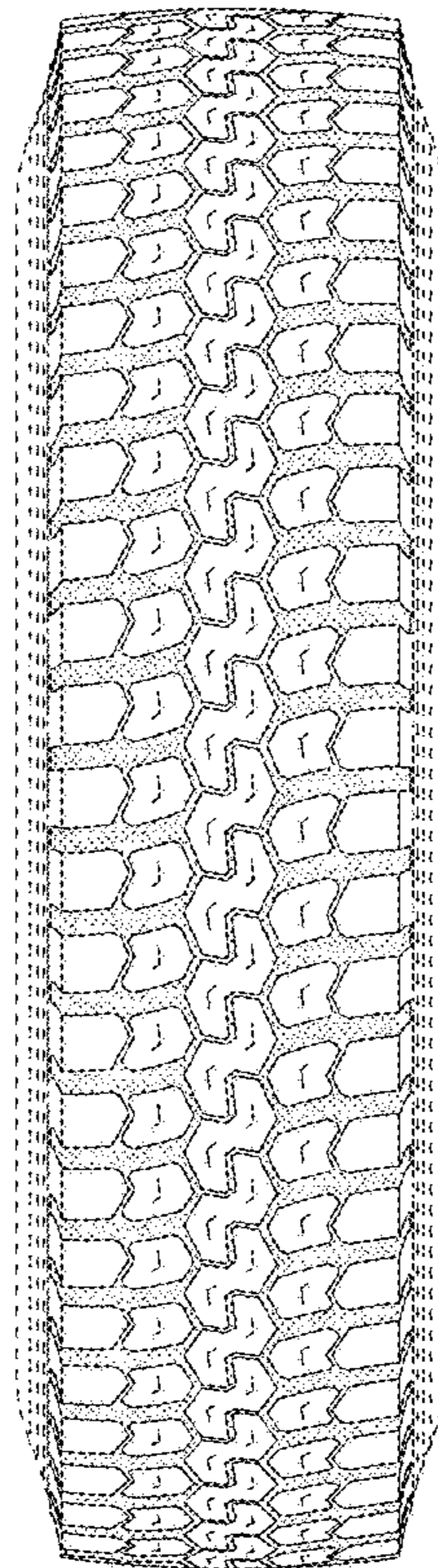


FIG. 4

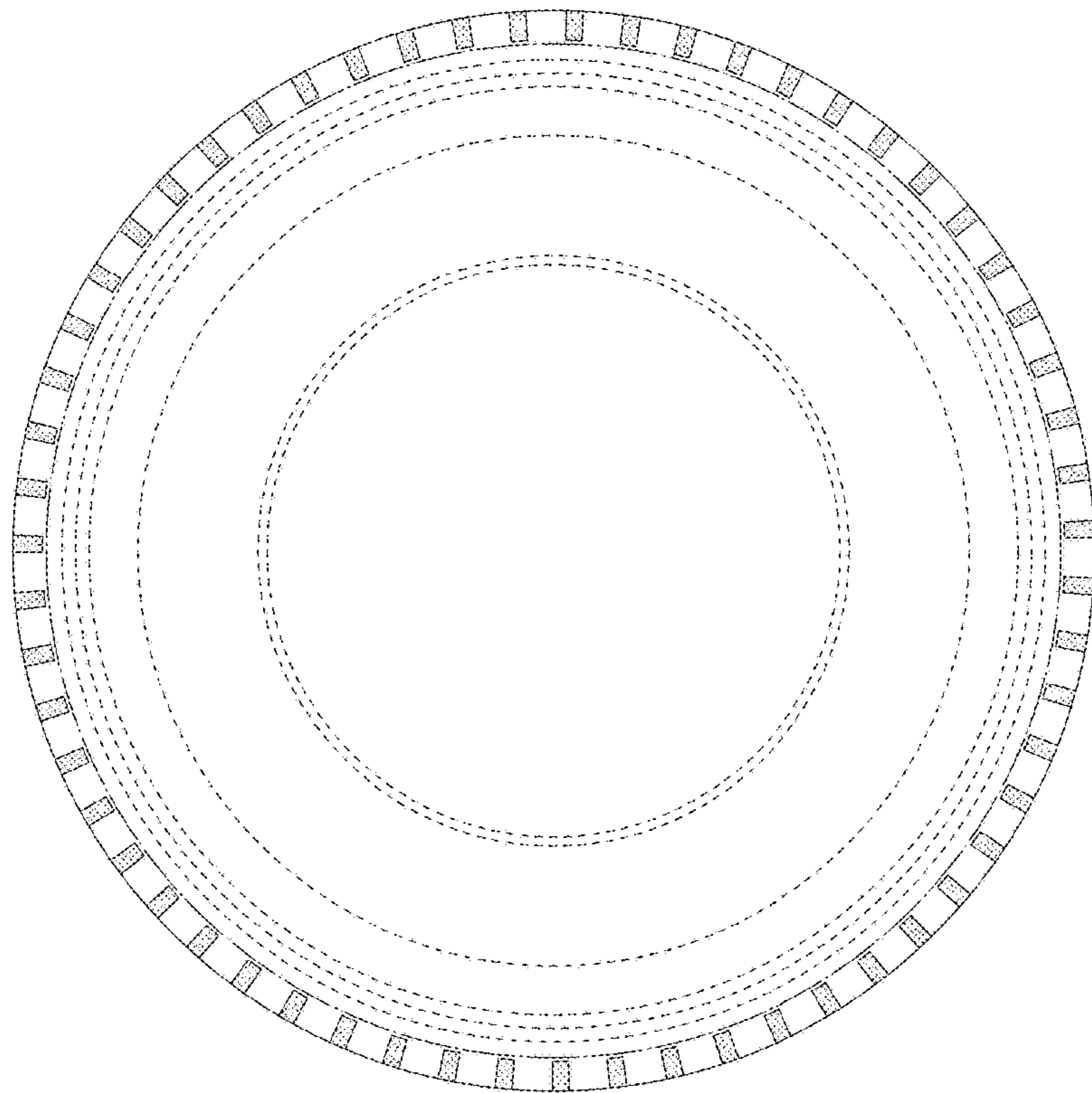


FIG. 5

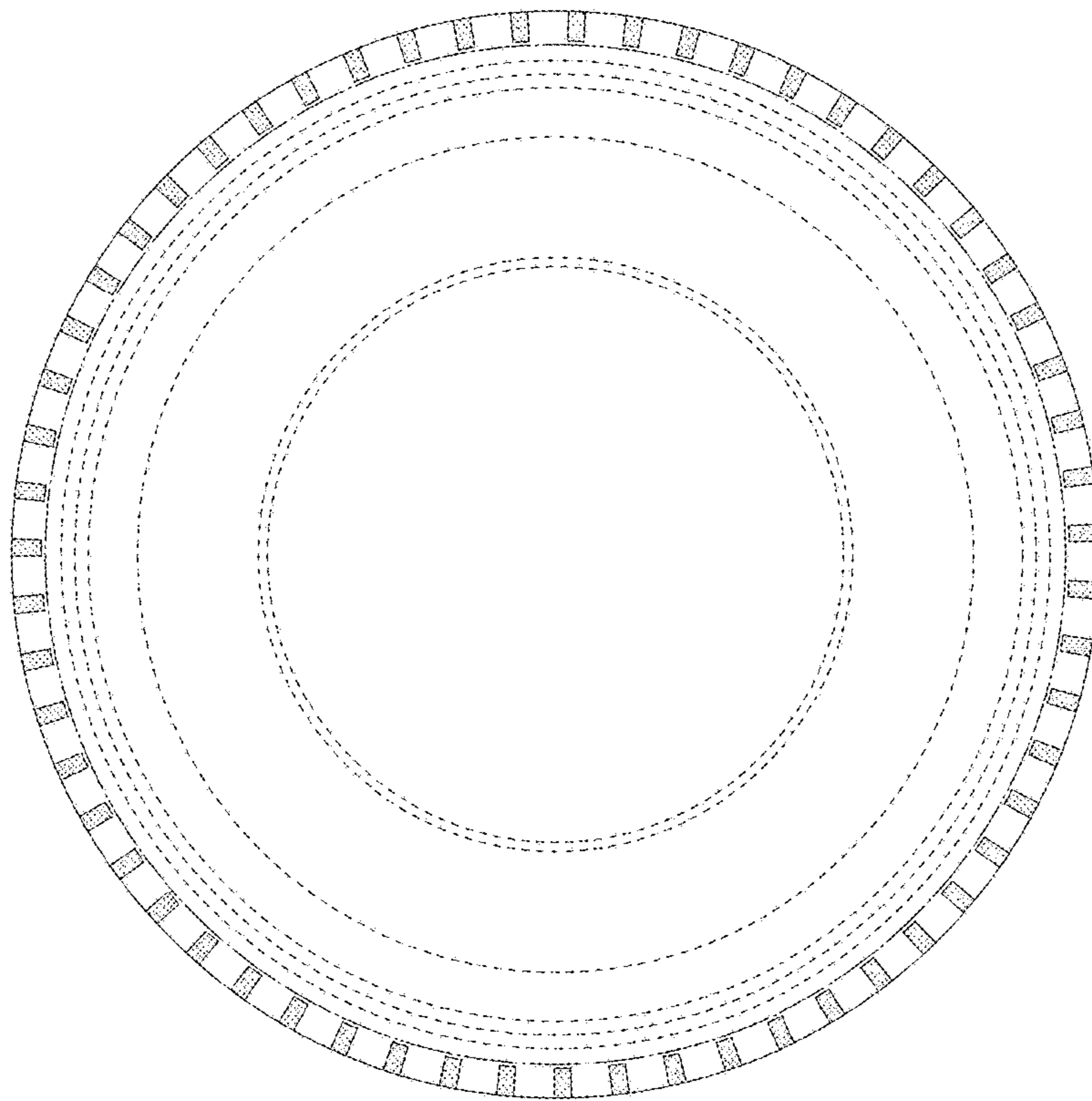


FIG. 6

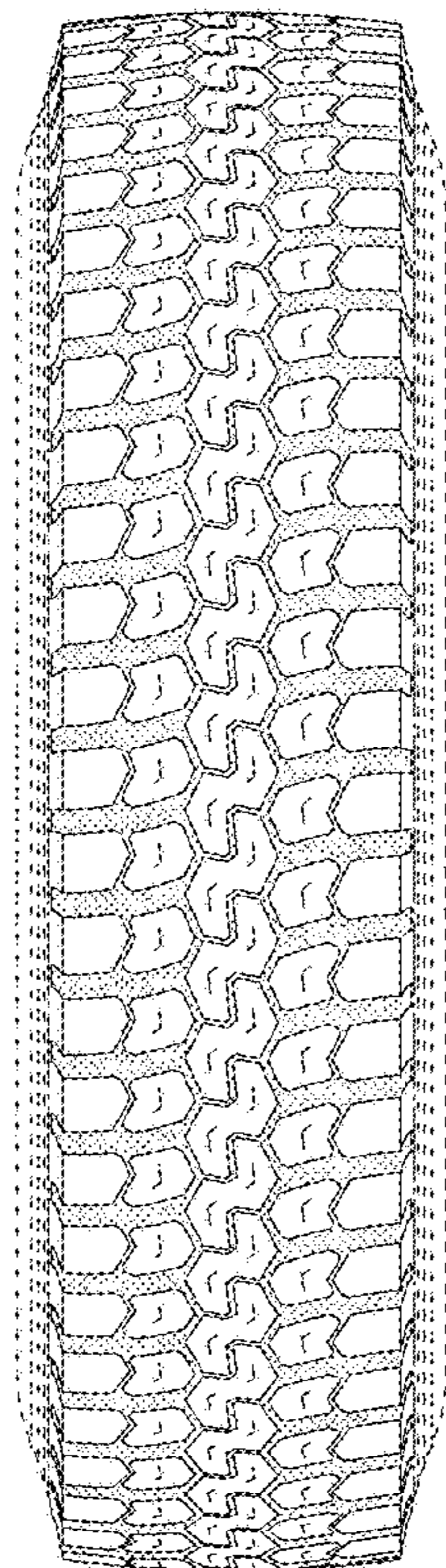


FIG. 7

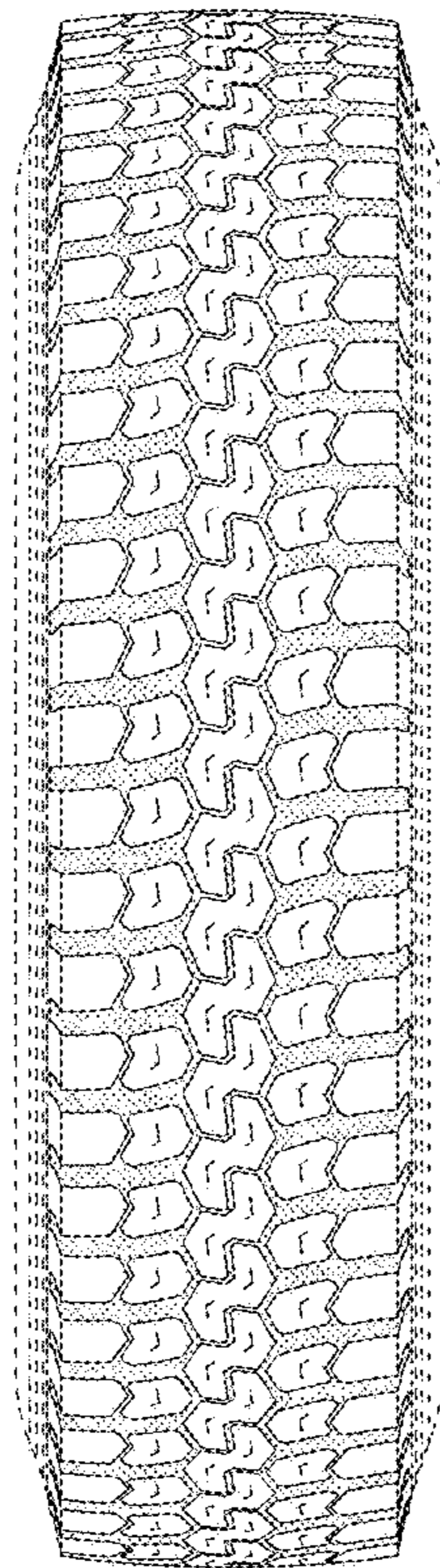


FIG. 8

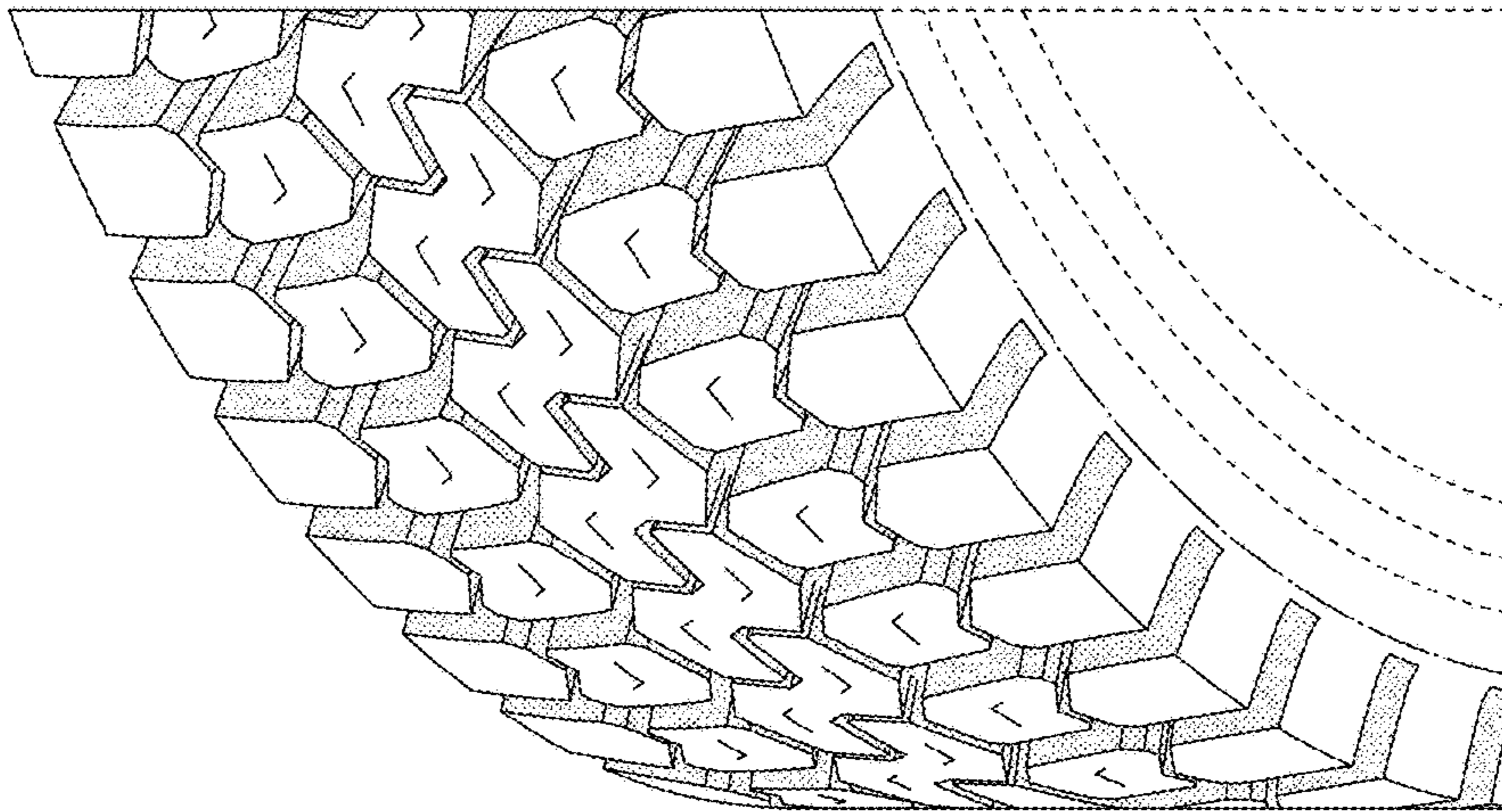


FIG. 9

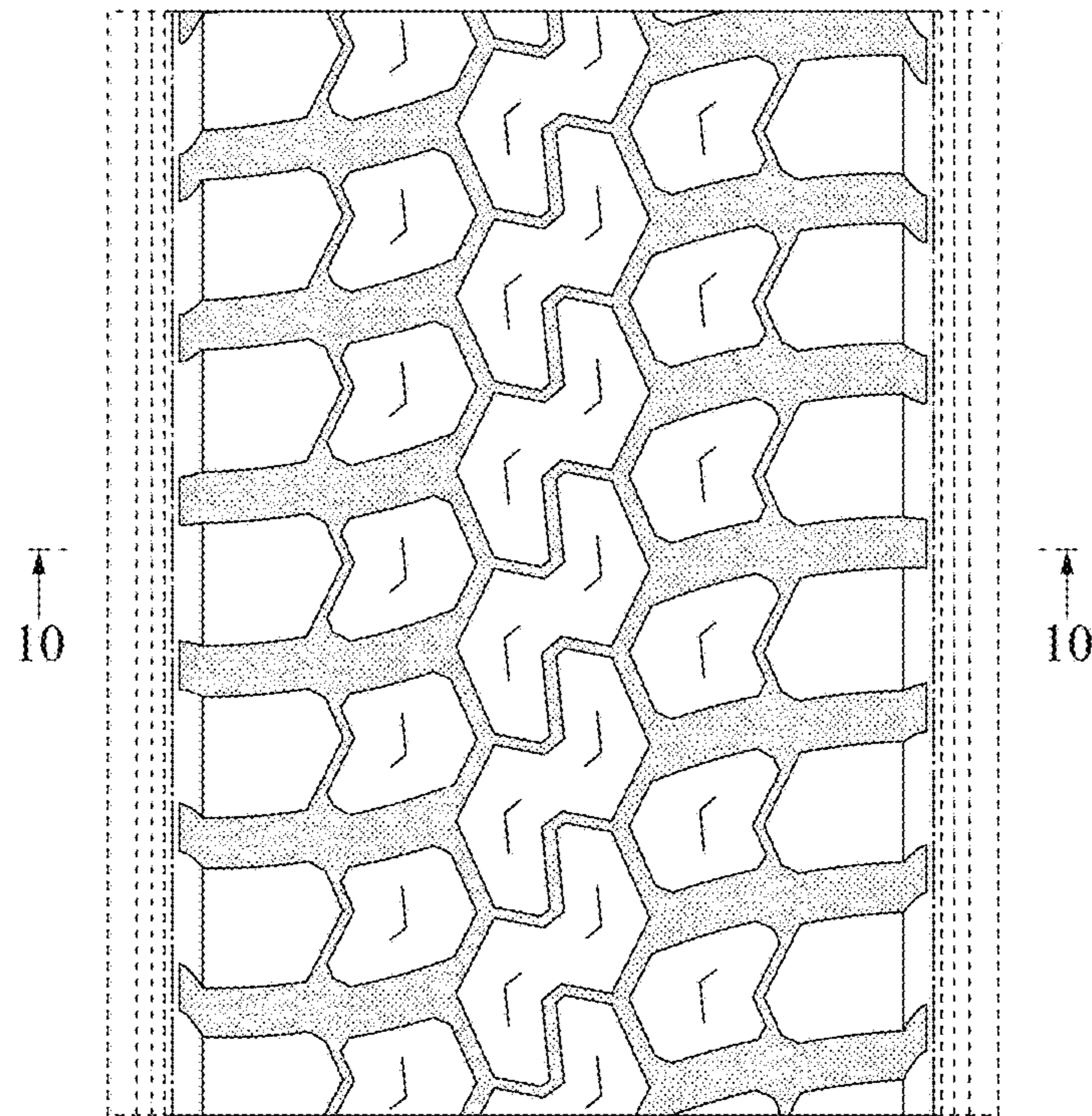


FIG. 10

