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(12) **United States Design Patent** (10) **Patent No.:** **US D861,453 S**  
**Lai et al.** (45) **Date of Patent:** **\*\* Oct. 1, 2019**

- (54) **4-IN-1 MULTIPLE SOCKET DRIVER** 6,418,821 B1 7/2002 Yamakawa
- (71) Applicant: **Malco Products, Inc.**, Annandale, MN (US) D478,263 S \* 8/2003 Welsh ..... D15/140
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- (73) Assignee: **Malco Products, Inc.**, Annandale, MN (US) 6,705,183 B1 3/2004 Dickens
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**Related U.S. Application Data**

(63) Continuation-in-part of application No. 15/049,873, filed on Feb. 22, 2016, now abandoned.

(51) **LOC (12) Cl.** ..... **08-05**

(52) **U.S. Cl.**  
USPC ..... **D8/70**

(58) **Field of Classification Search**  
USPC ..... D8/70, 71, 85, 86, 349, 359, 382, 387, D8/394, 397; D15/138, 139; D22/134, D22/137, 138, 140, 141; D3/24, 25  
CPC ..... B25B 15/00; B25B 23/0035; B25B 23/12; B25B 23/0028; B25B 23/00; B25B 23/10; B25B 23/08; B25F 1/003; B25G 1/066  
See application file for complete search history.

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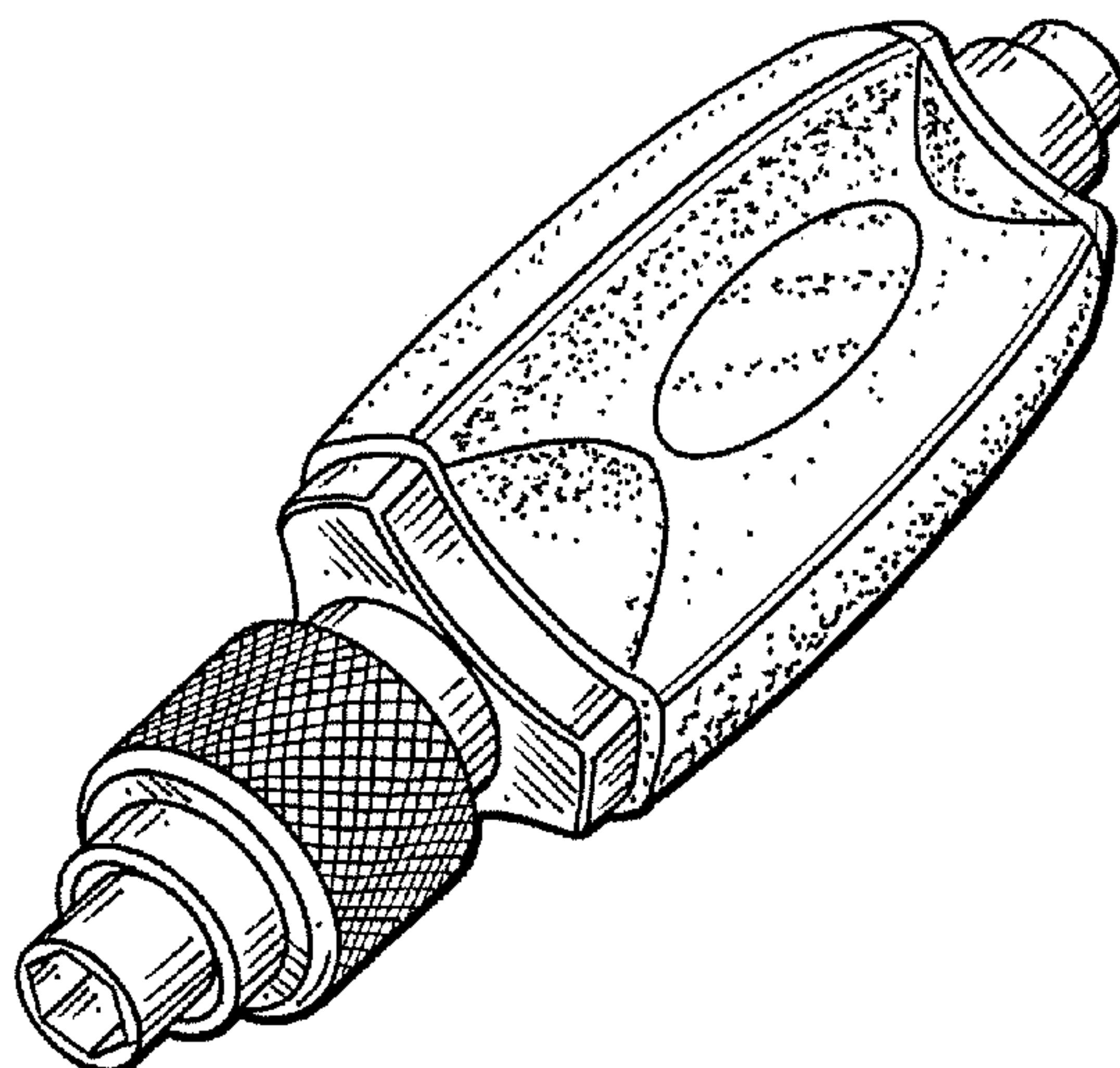
(57) **CLAIM**

The ornamental design for a 4-in-1 multiple socket driver, as shown and described.

**DESCRIPTION**

FIG. 1 is a front perspective view showing my new design for a 4-in-1 multiple socket driver;  
FIG. 2 is a top plan view;  
FIG. 3 is a left side elevational view which is a mirror image of the right side elevational view;  
FIG. 4 is a bottom plan view;  
FIG. 5 is a rear elevational view;  
FIG. 6 is a front elevational view;  
FIG. 7 is a left side elevational view with the front end of the inner hexagonal shaft extended forwardly; and,  
FIG. 8 is a left side elevational view with the rear end of the inner hexagonal shaft extended rearwardly.  
The broken lines in the drawings illustrate the inner shaft portion of the 4-in-1 multiple socket driver to which forms no part of the claimed design.

**1 Claim, 2 Drawing Sheets**



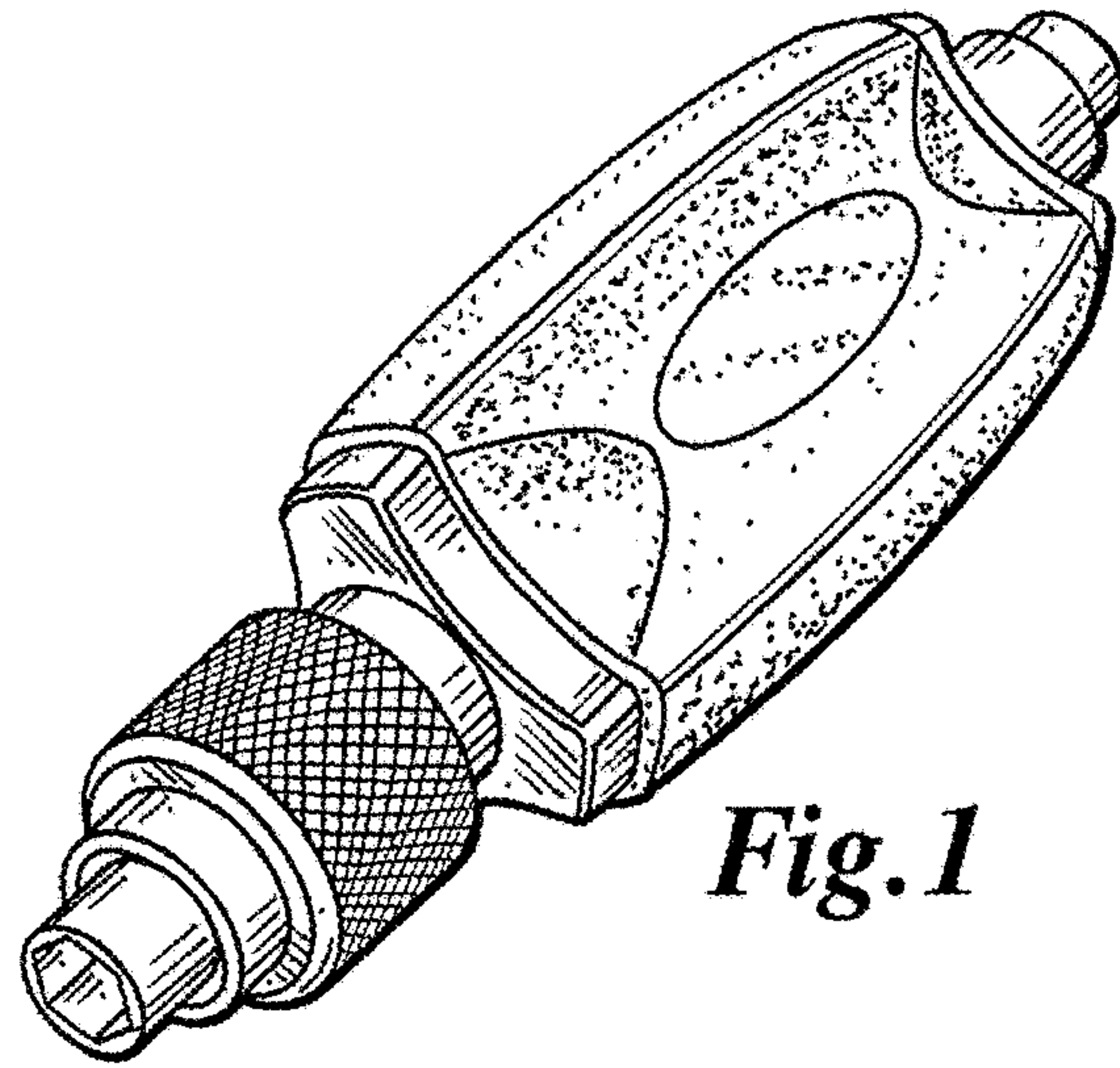
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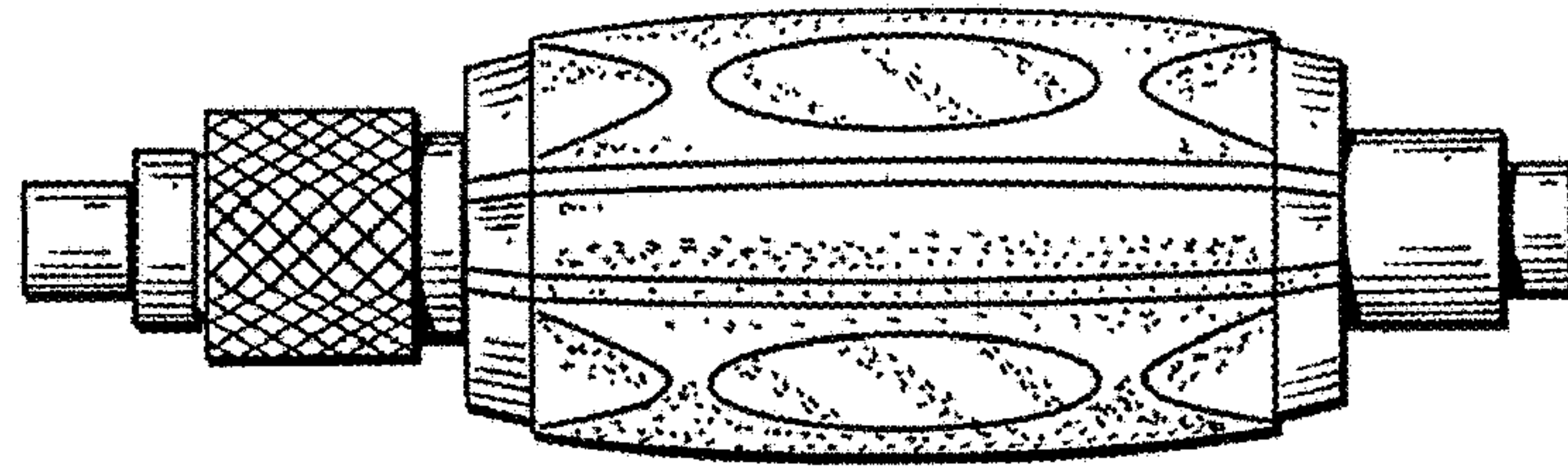
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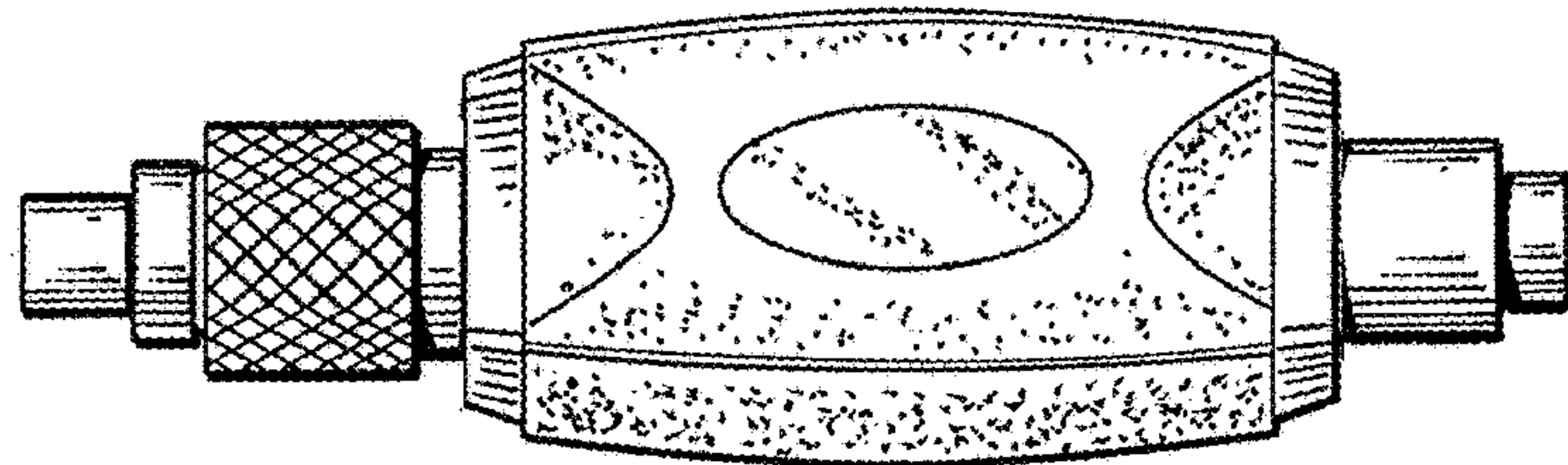
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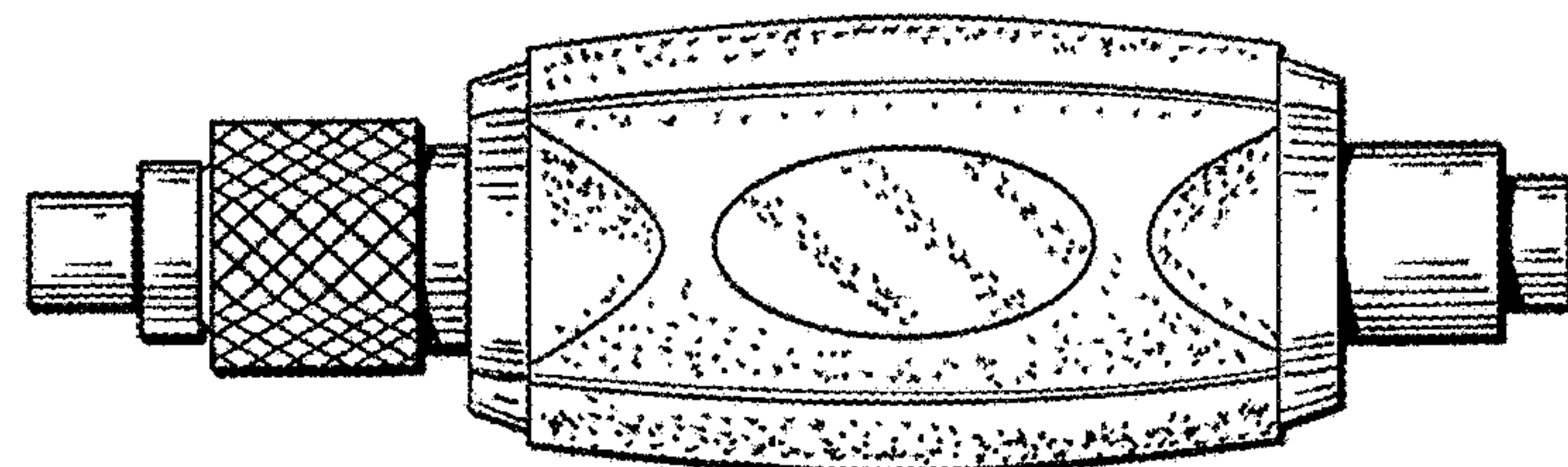
*Fig. 1*



*Fig. 2*

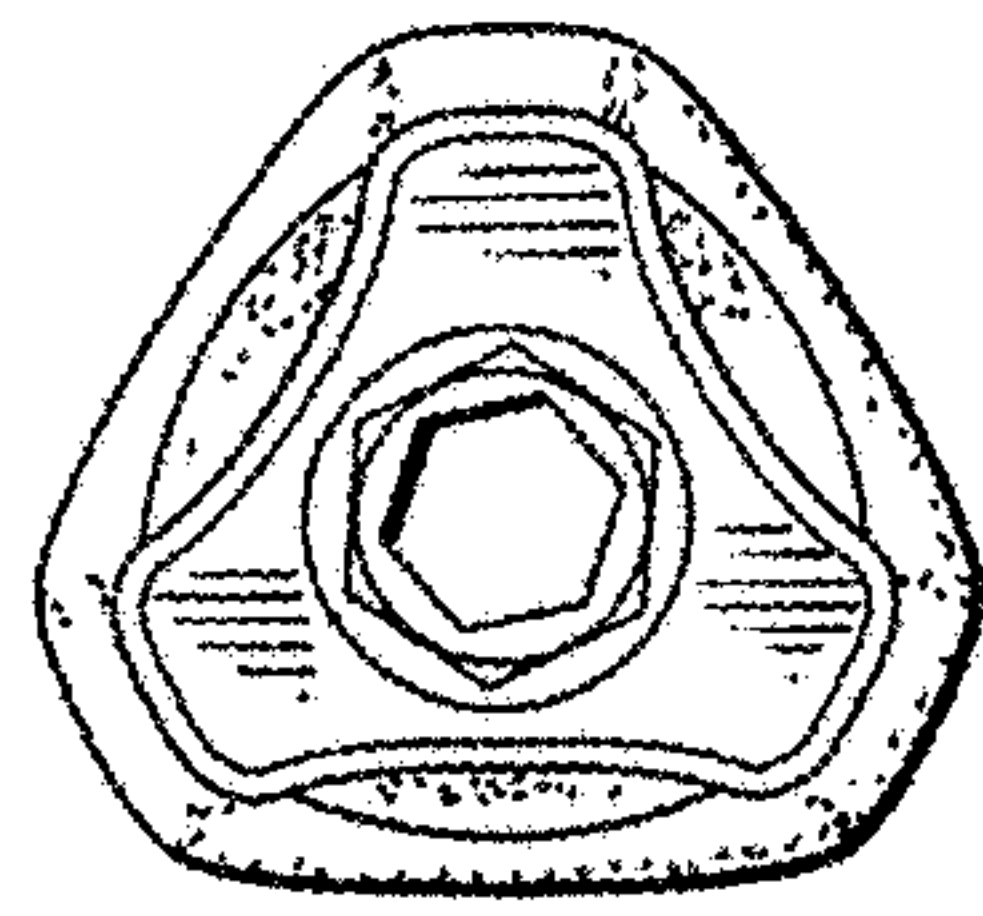


*Fig. 3*

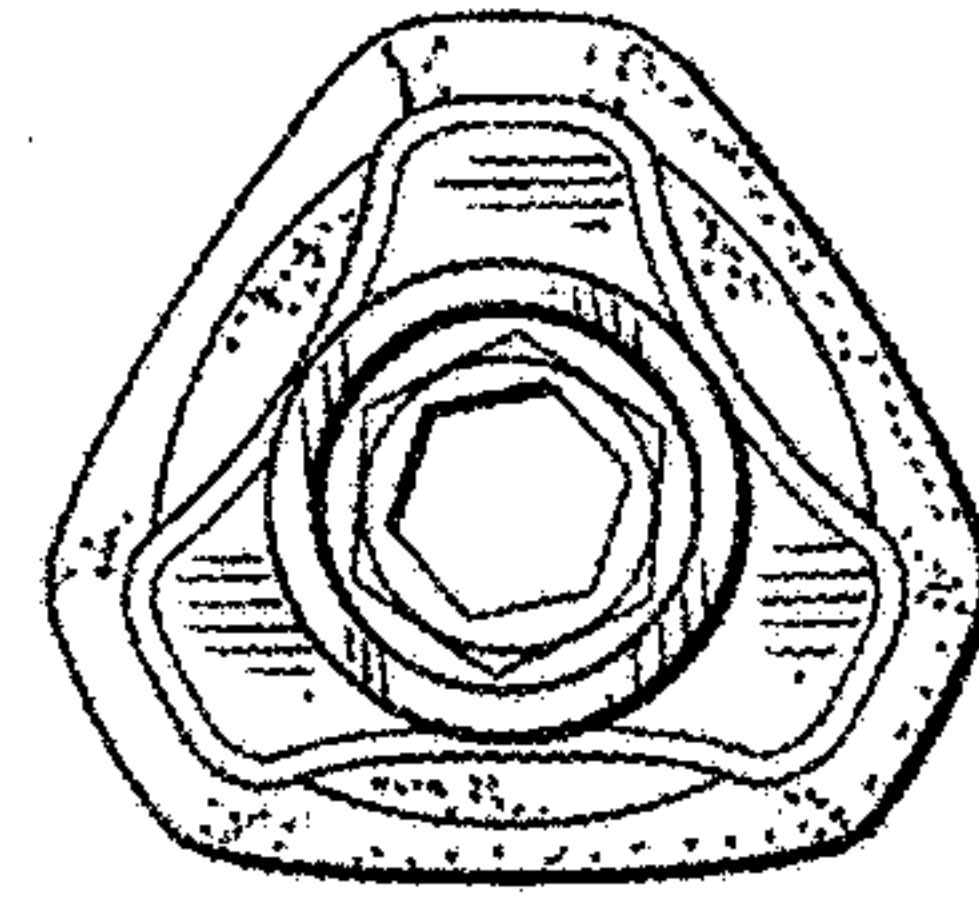


*Fig. 4*

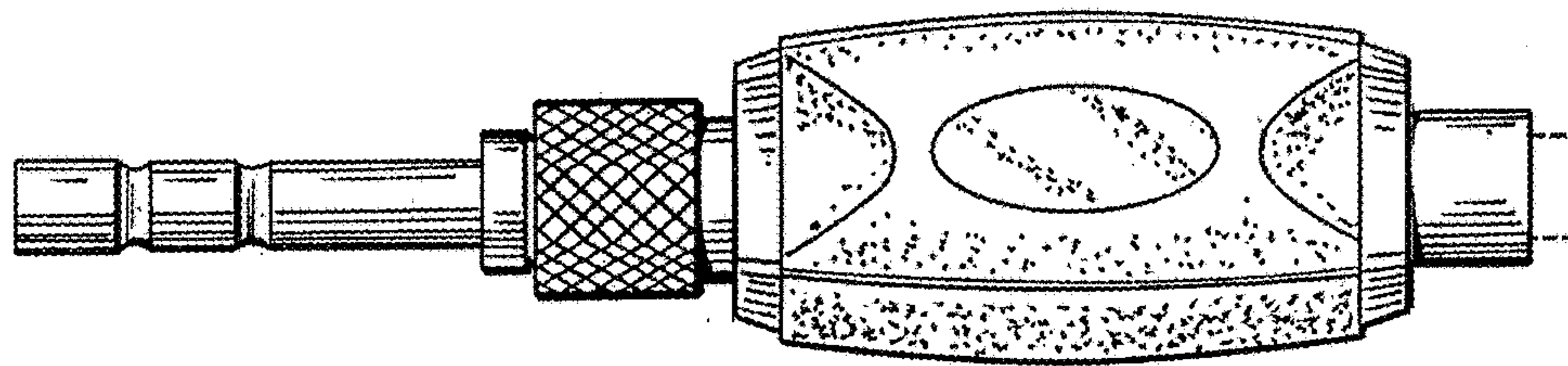




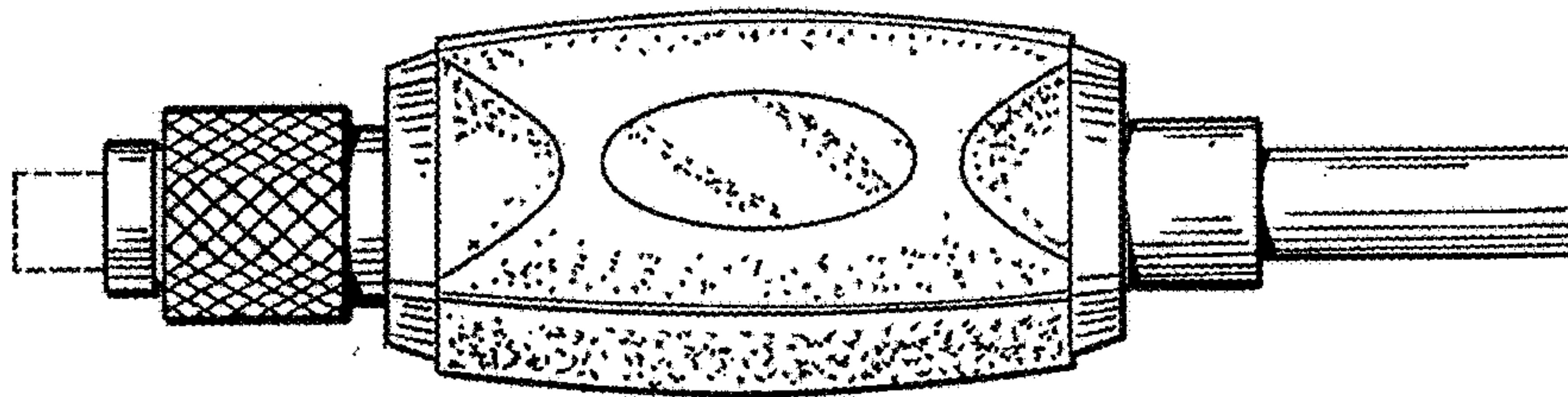
*Fig. 5*



*Fig. 6*



*Fig. 7*



*Fig. 8*