



US00D881794S

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

(10) **Patent No.:** **US D881,794 S**
(45) **Date of Patent:** **** Apr. 21, 2020**

(54) **AUTOMOBILE TIRE**

DESCRIPTION

(71) Applicant: **THE YOKOHAMA RUBBER CO., LTD.**, Minato-ku, Tokyo (JP)

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Kenichi Sato, Tokyo (JP)

(73) Assignee: **THE YOKOHAMA RUBBER CO., LTD.**, Minato-ku, Tokyo (JP)

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

(21) Appl. No.: **29/644,050**

(22) Filed: **Apr. 13, 2018**

(30) **Foreign Application Priority Data**

| | | | |
|---------------|------|-------|-------------|
| Oct. 13, 2017 | (JP) | | 2017-022634 |
| Oct. 13, 2017 | (JP) | | 2017-022635 |

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

(52) **U.S. Cl.**
USPC **D12/524**

(58) **Field of Classification Search**
USPC D12/500-532, 604
CPC Y10T 152/10027; B60C 1/0016; B60C 11/0306; B60C 11/0302; B60C 3/06; B60C 9/17
See application file for complete search history.

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(Continued)

Primary Examiner — Lakiya G Rogers
Assistant Examiner — John A Voytek
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(57) **CLAIM**
The ornamental design for an automobile tire, as shown and described.

FIG. 1 is a perspective view of an automobile tire showing our new design according to a first embodiment;
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;
FIG. 10 is a cross sectional view thereof taken at a portion defined by lines 10-10 shown in FIG. 9;
FIG. 11 is a reference enlarged view thereof taken at the portion defined by lines 9-9 shown in FIG. 2;
FIG. 12 is an enlarged cross sectional view thereof taken at a portion defined by lines 12-12 shown in FIG. 11;
FIG. 13 is an enlarged cross sectional view thereof taken at a portion defined by lines 13-13 shown in FIG. 11;
FIG. 14 is an enlarged cross sectional view thereof taken at a portion defined by lines 14-14 shown in FIG. 11;
FIG. 15 is an enlarged cross sectional view thereof taken at a portion defined by lines 15-15 shown in FIG. 11;
FIG. 16 is an enlarged cross sectional view thereof taken at a portion defined by lines 16-16 shown in FIG. 11;
FIG. 17 is an enlarged cross sectional view thereof taken at a portion defined by lines 17-17 shown in FIG. 11; and
FIG. 18 is an enlarged cross sectional view thereof taken at a portion defined by lines 18-18 shown in FIG. 11;
FIG. 19 is a perspective view of an automobile tire showing our new design according to a second embodiment;
FIG. 20 is a front view thereof;
FIG. 21 is a rear view thereof;
FIG. 22 is a right side view thereof;
FIG. 23 is a left side view thereof;
FIG. 24 is a top view thereof;
FIG. 25 is a bottom view thereof;
FIG. 26 is an enlarged perspective view thereof taken at a portion defined by lines 26-26 shown in FIG. 19;

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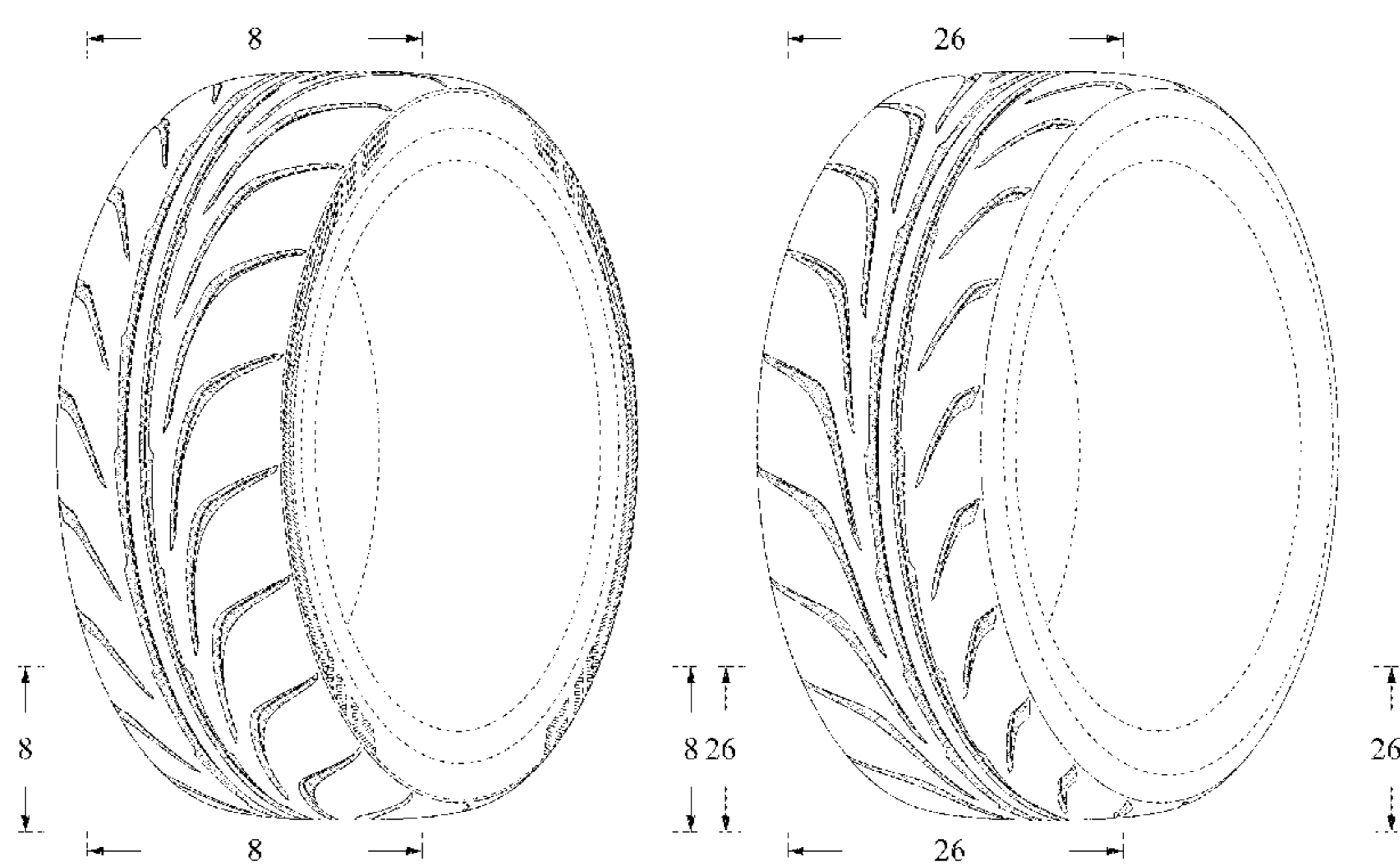


FIG. 27 is an enlarged view thereof taken at a portion defined by lines 27-27 shown in FIG. 20;
 FIG. 28 is a cross sectional view thereof taken at a portion defined by lines 28-28 shown in FIG. 27;
 FIG. 29 is a reference enlarged view thereof taken at the portion defined by lines 29-29 shown in FIG. 20;
 FIG. 30 is an enlarged cross sectional view thereof taken at a portion defined by lines 30-30 shown in FIG. 29;
 FIG. 31 is an enlarged cross sectional view thereof taken at a portion defined by lines 31-31 shown in FIG. 29;
 FIG. 32 is an enlarged cross sectional view thereof taken at a portion defined by lines 32-32 shown in FIG. 29;
 FIG. 33 is an enlarged cross sectional view thereof taken at a portion defined by lines 33-33 shown in FIG. 29;
 FIG. 34 is an enlarged cross sectional view thereof taken at a portion defined by lines 34-34 shown in FIG. 29;
 FIG. 35 is an enlarged cross sectional view thereof taken at a portion defined by lines 35-35 shown in FIG. 29; and,
 FIG. 36 is an enlarged cross sectional view thereof taken at a portion defined by lines 36-36 shown in FIG. 29.
 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.

1 Claim, 26 Drawing Sheets

(56)

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FIG. 1

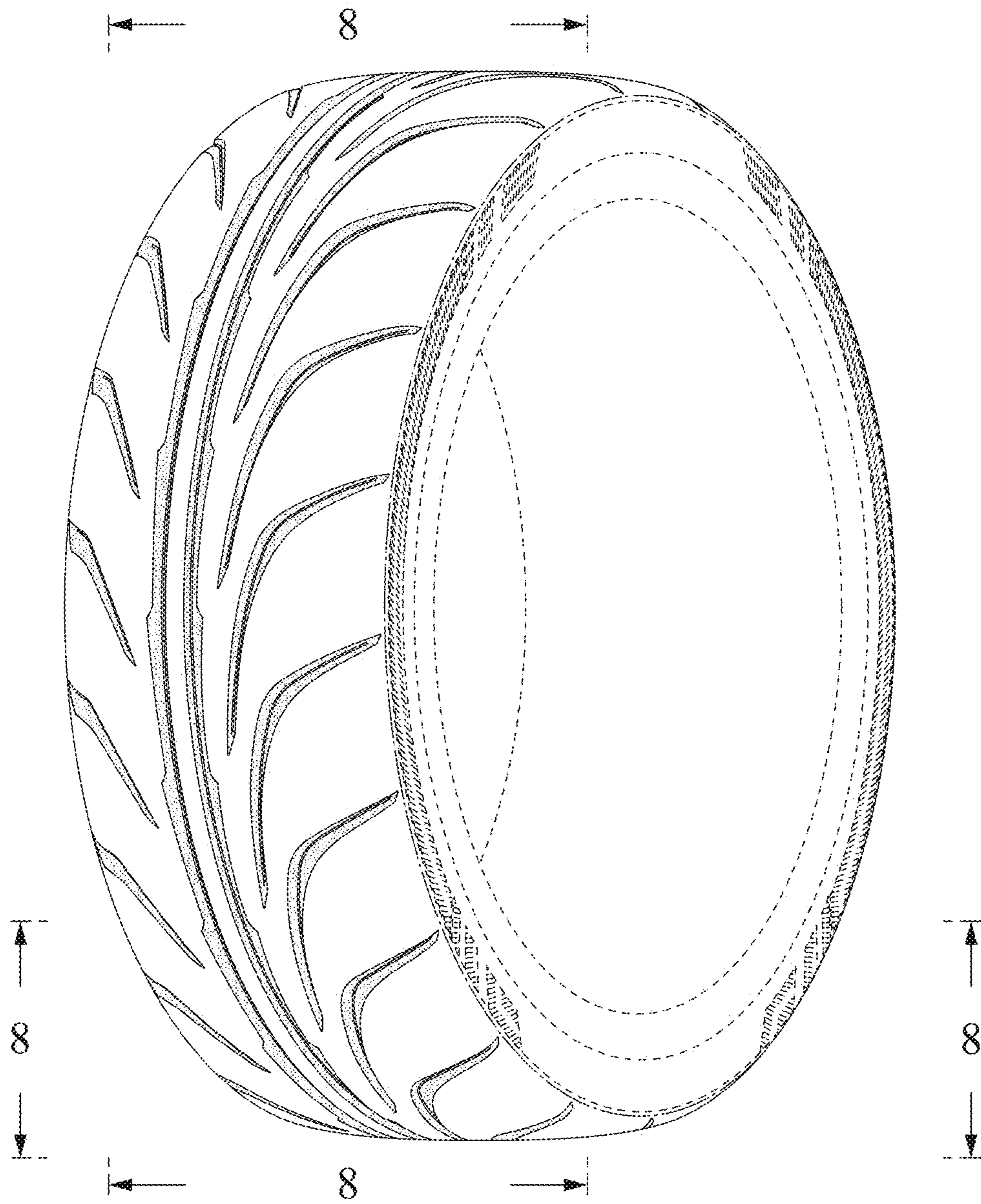


FIG. 2

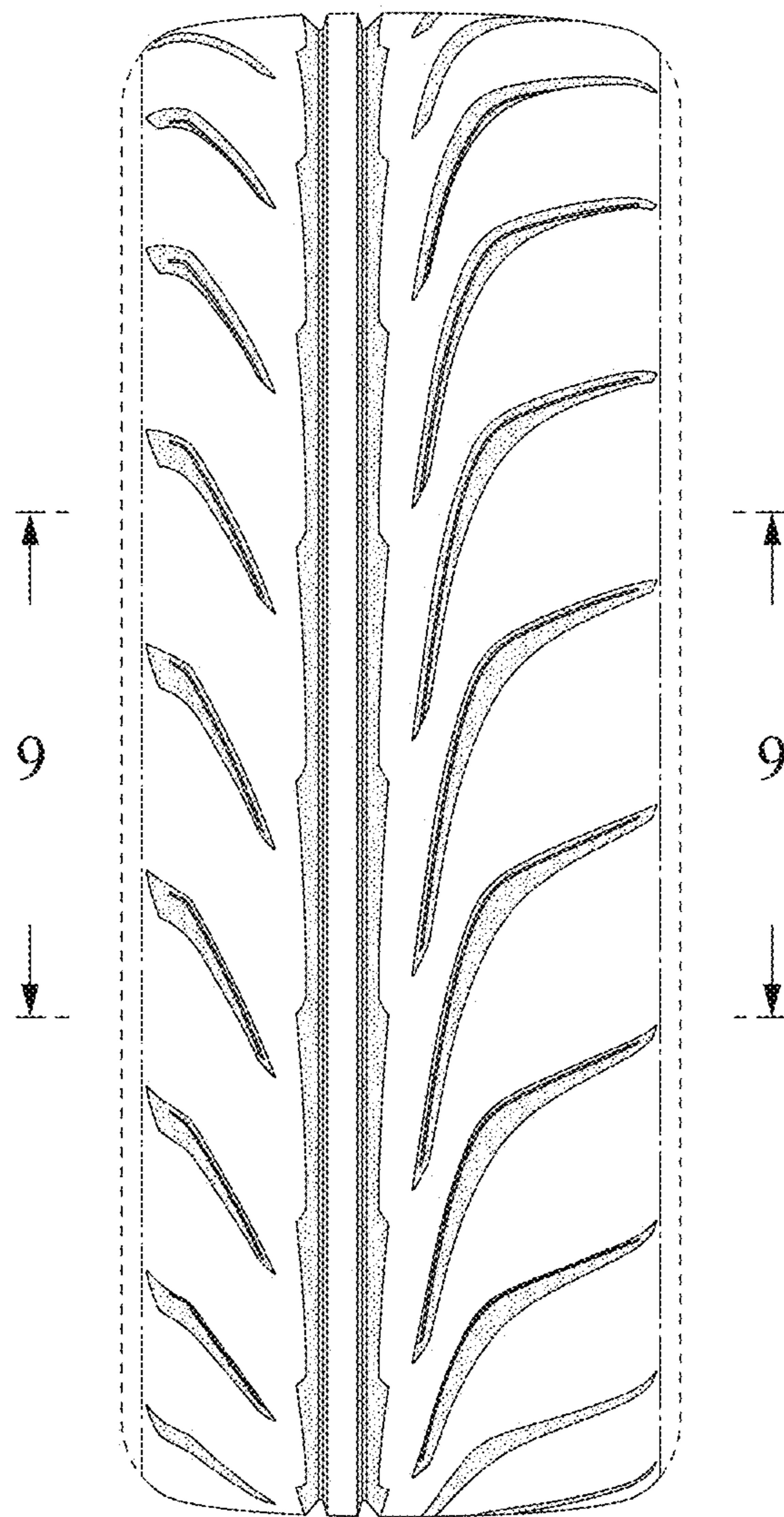


FIG. 3

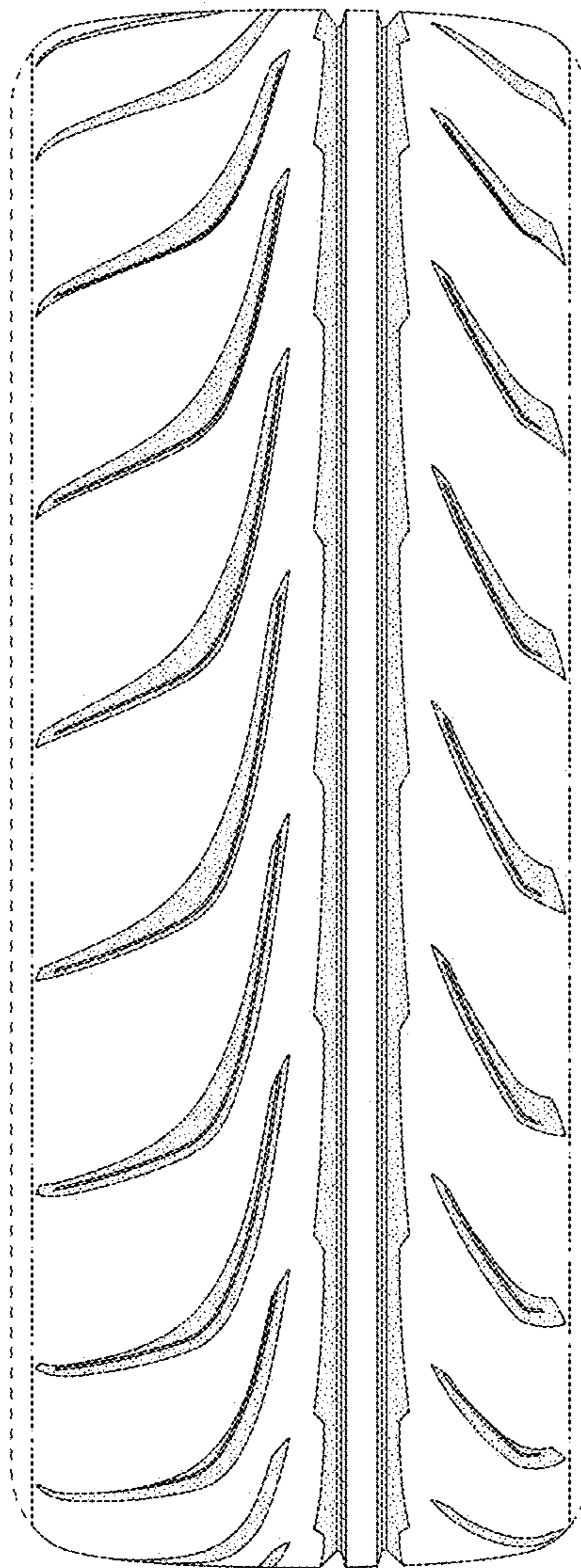


FIG. 4

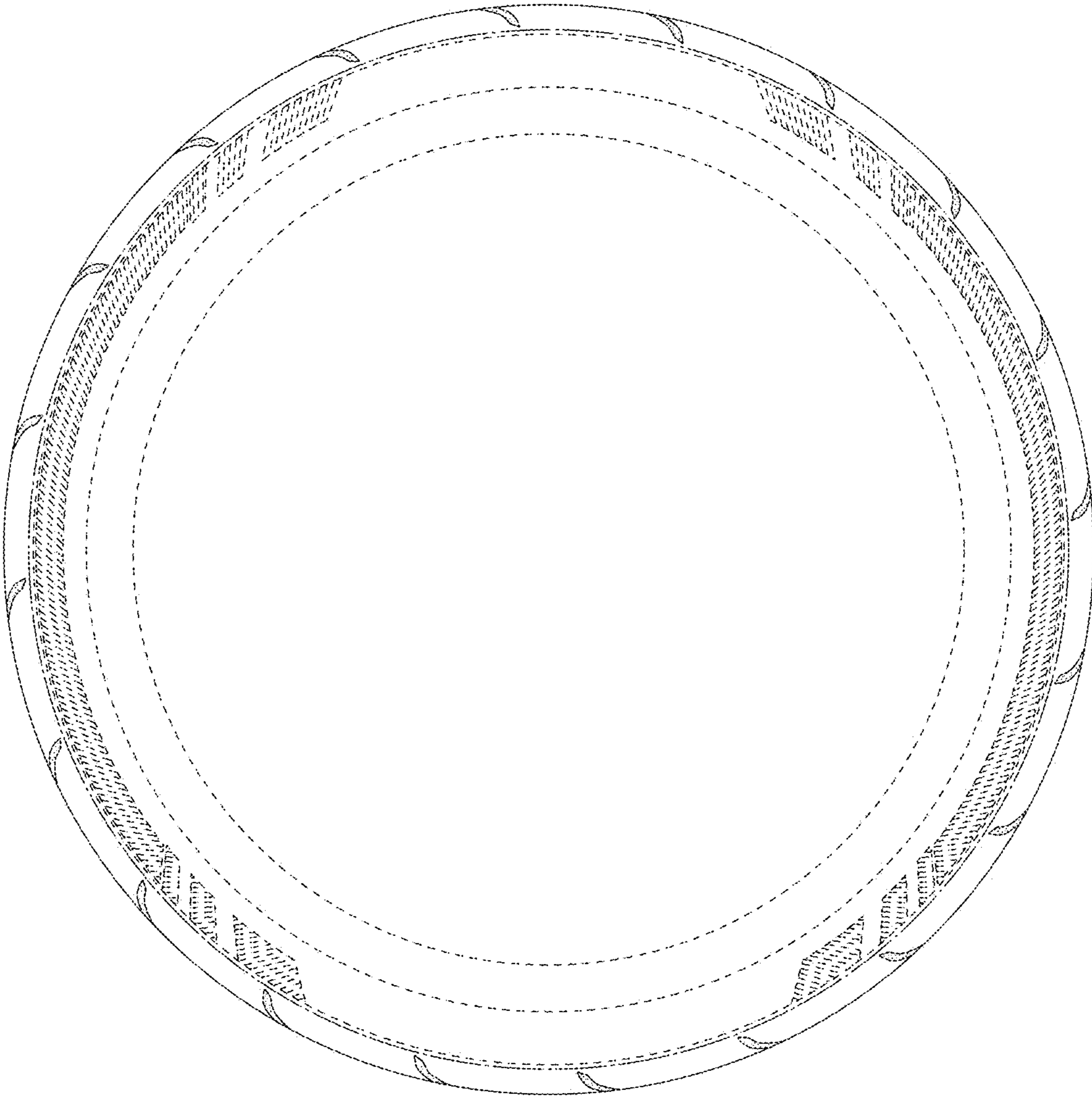


FIG. 5

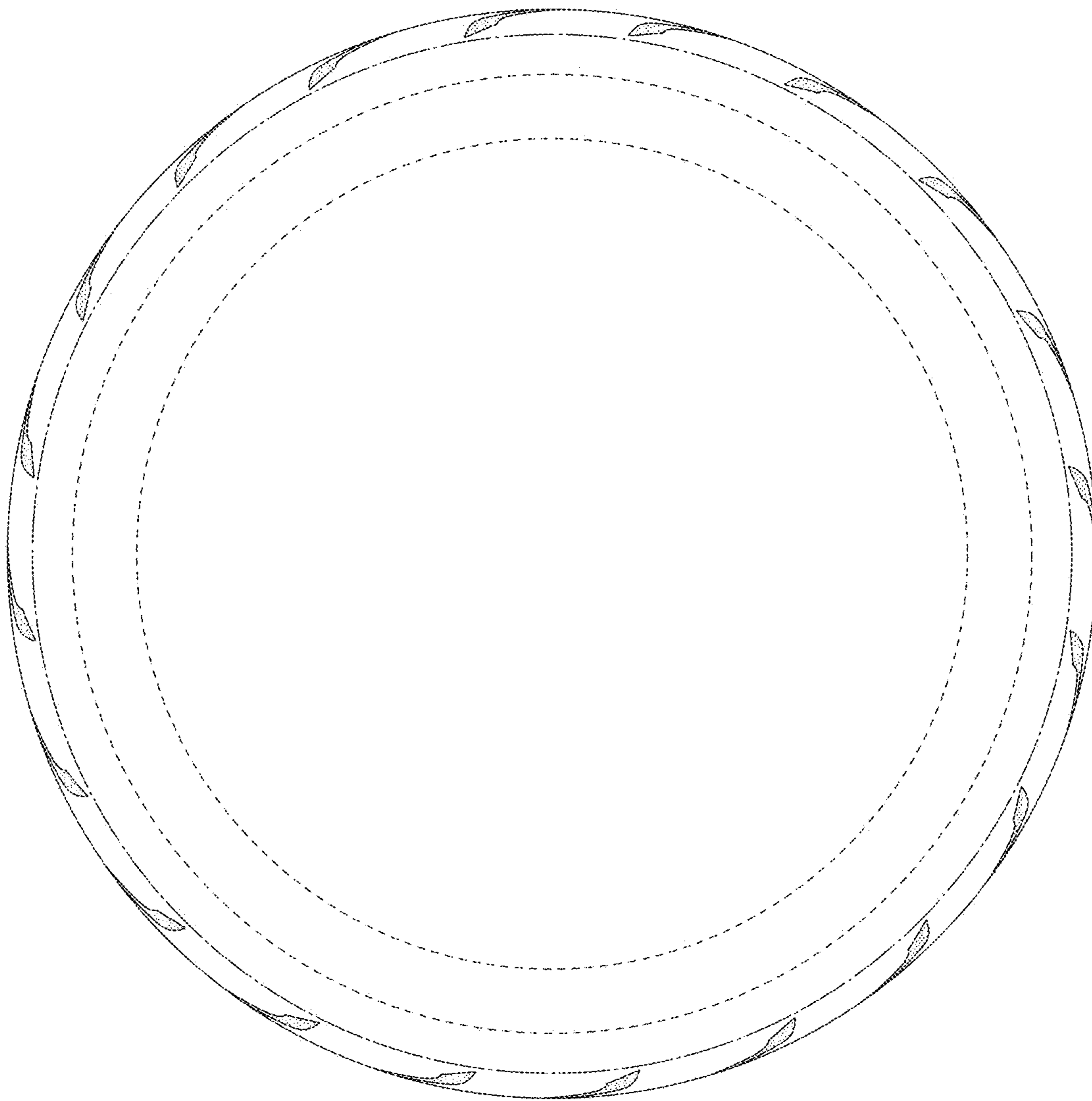


FIG. 6

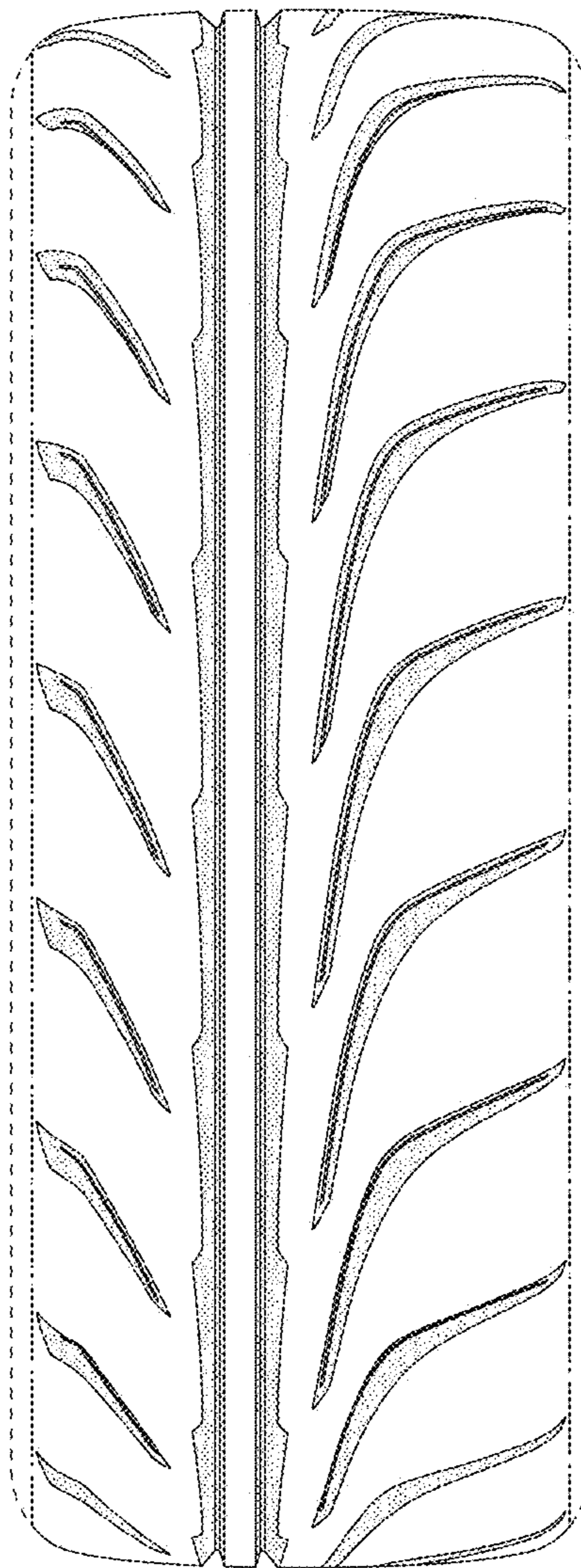


FIG. 7

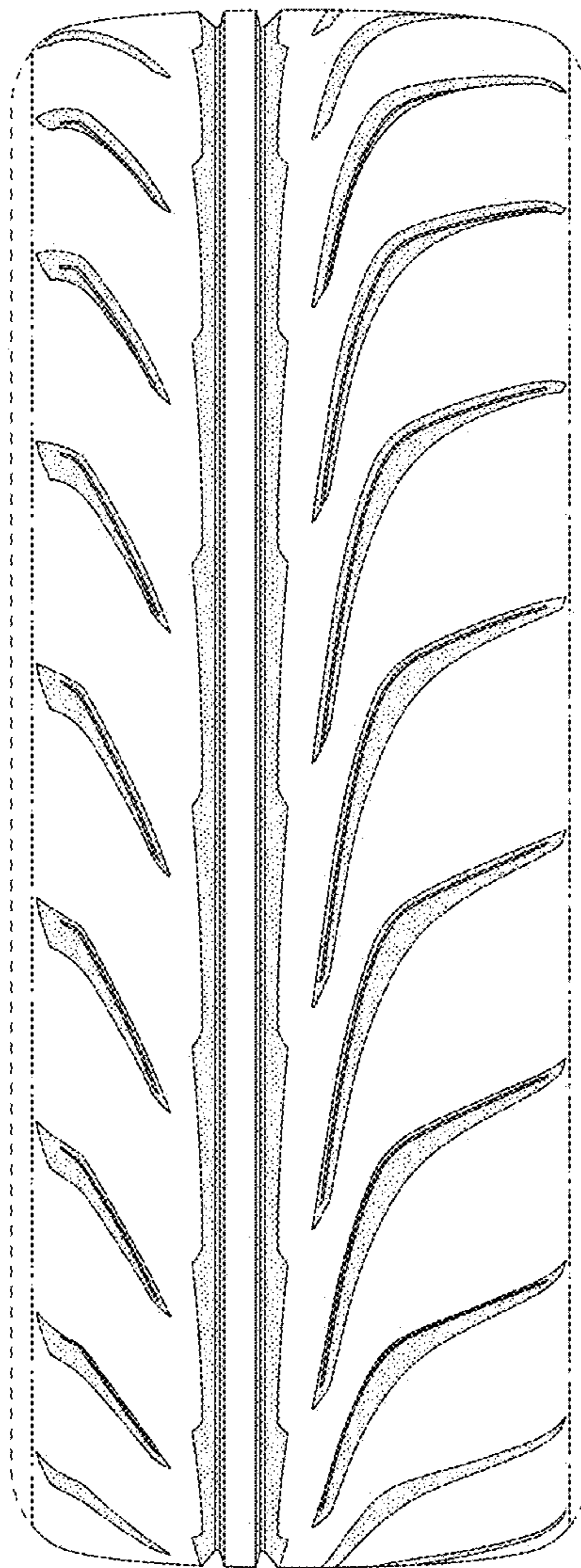


FIG. 8

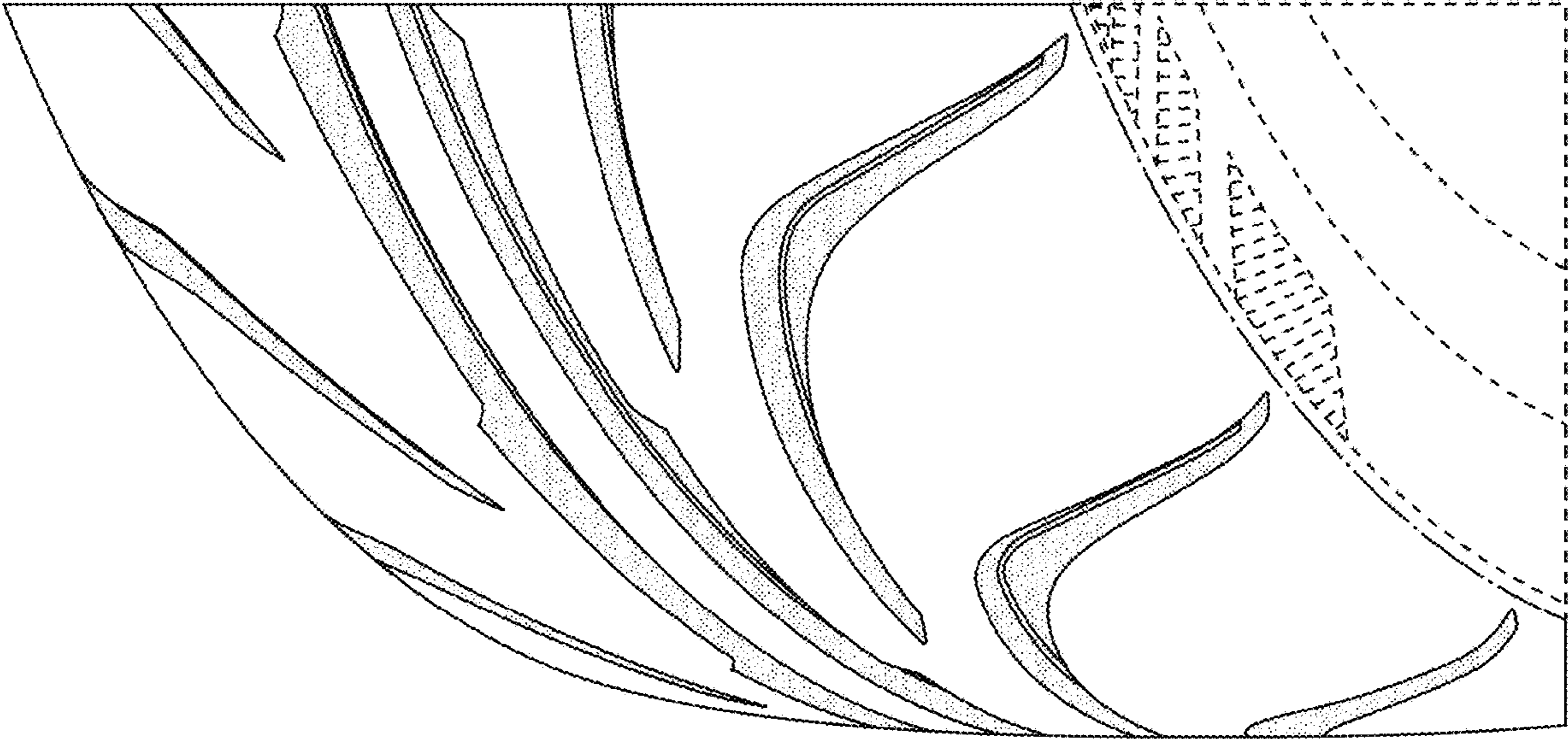


FIG. 9

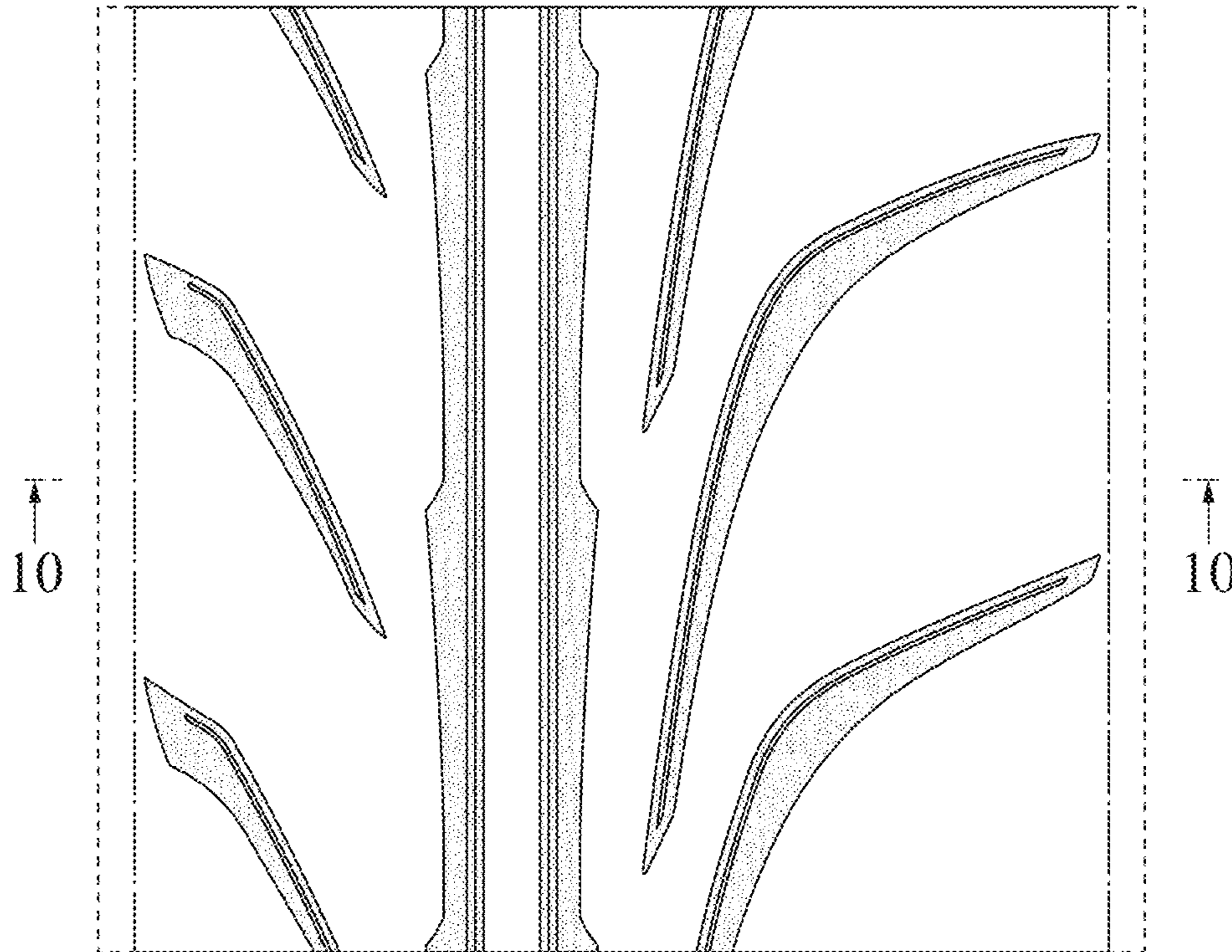


FIG. 10

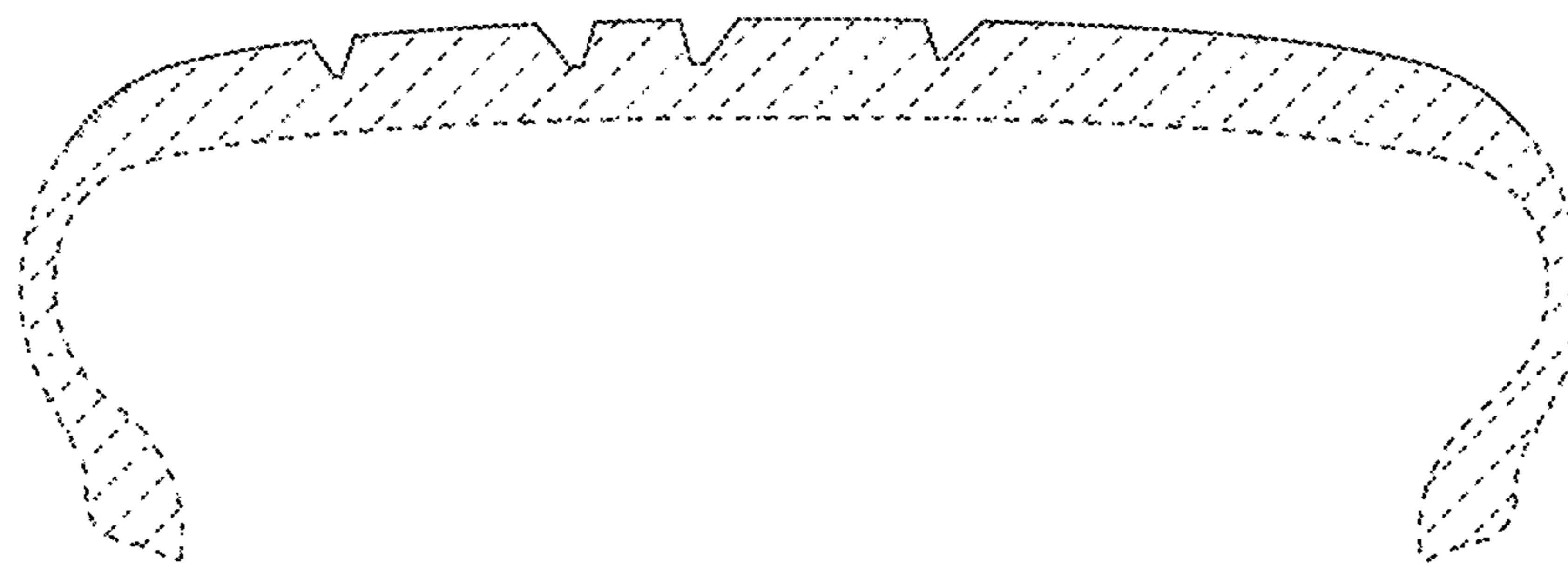


FIG. 11

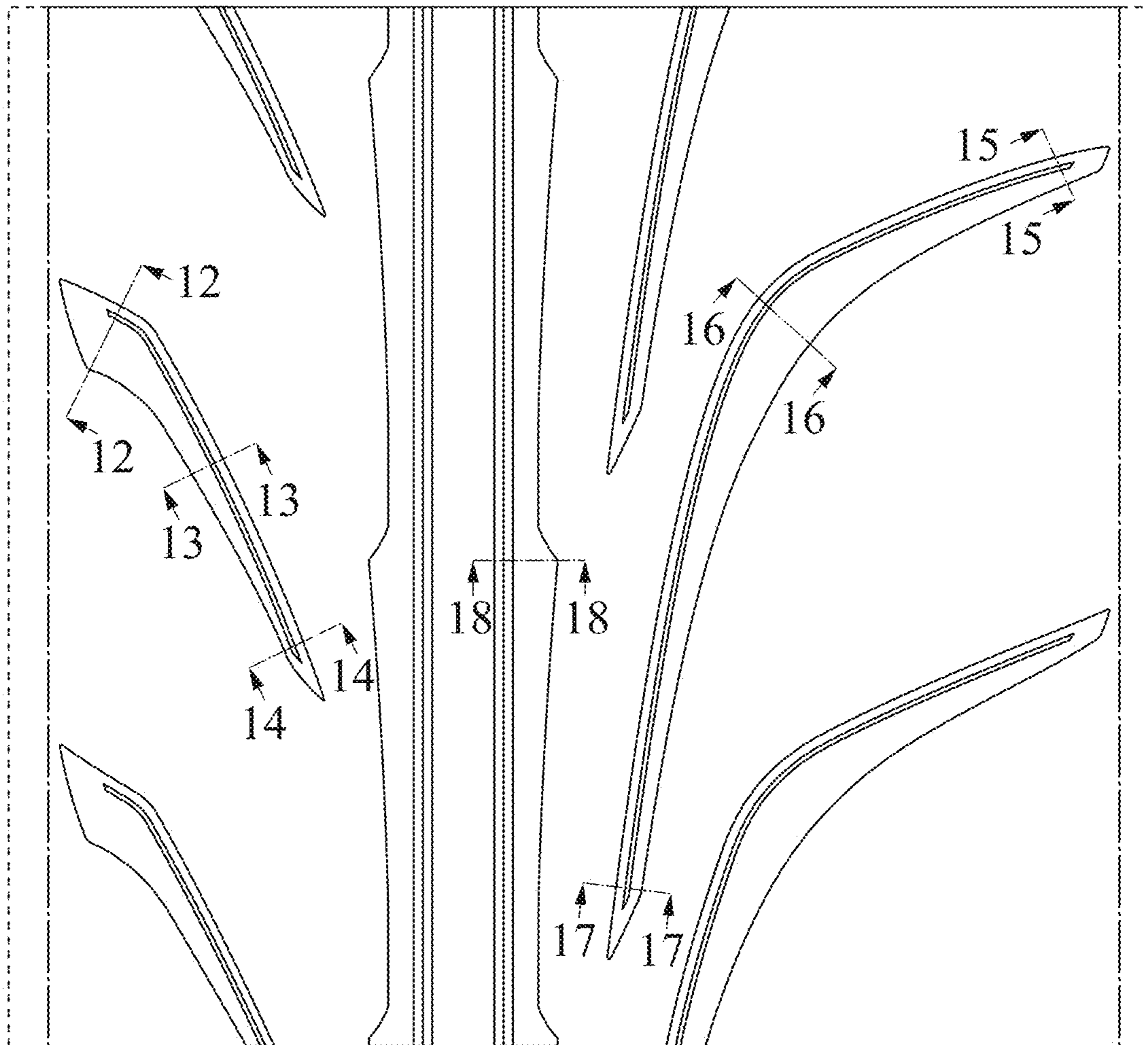


FIG. 12

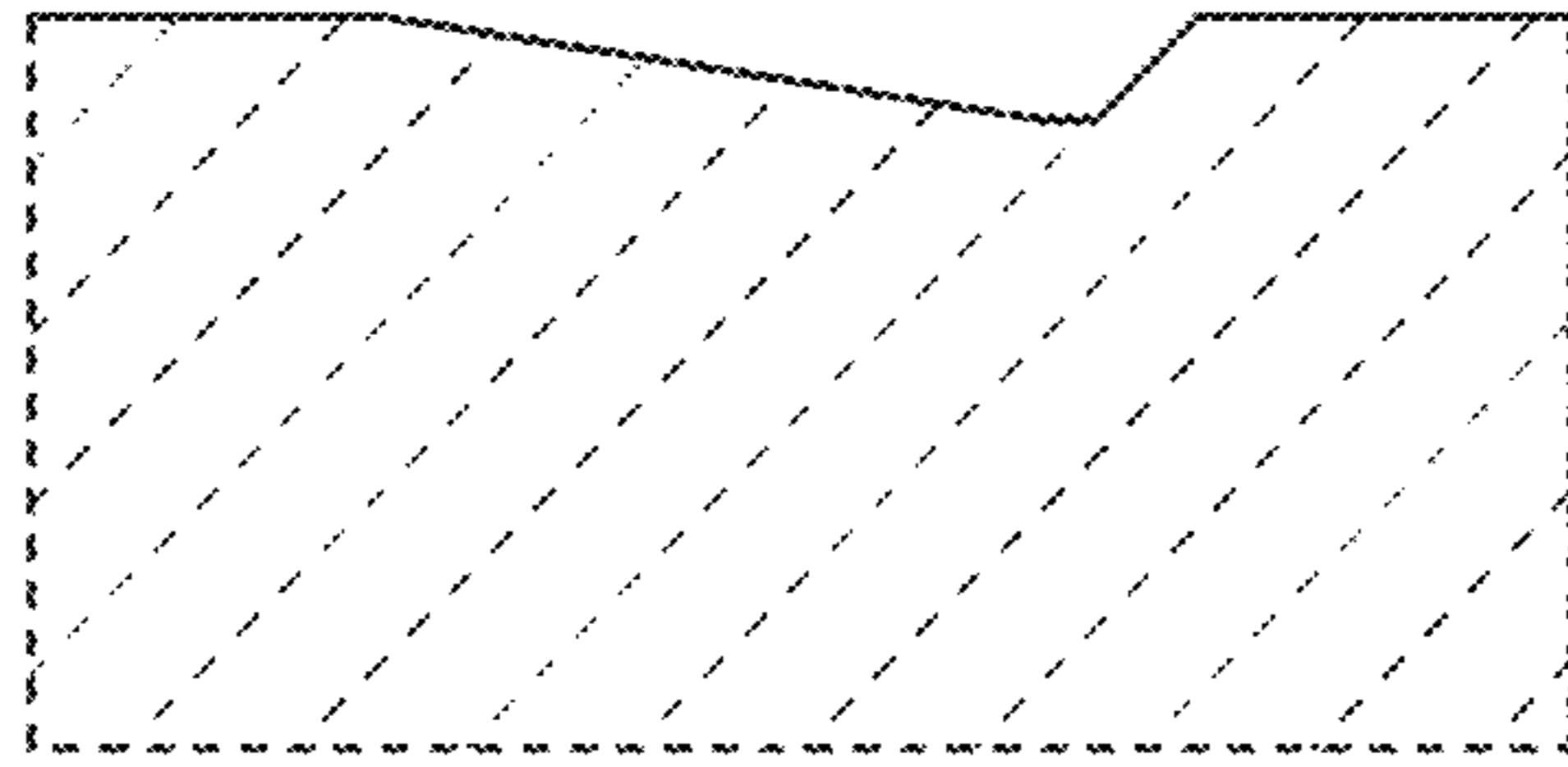


FIG. 13

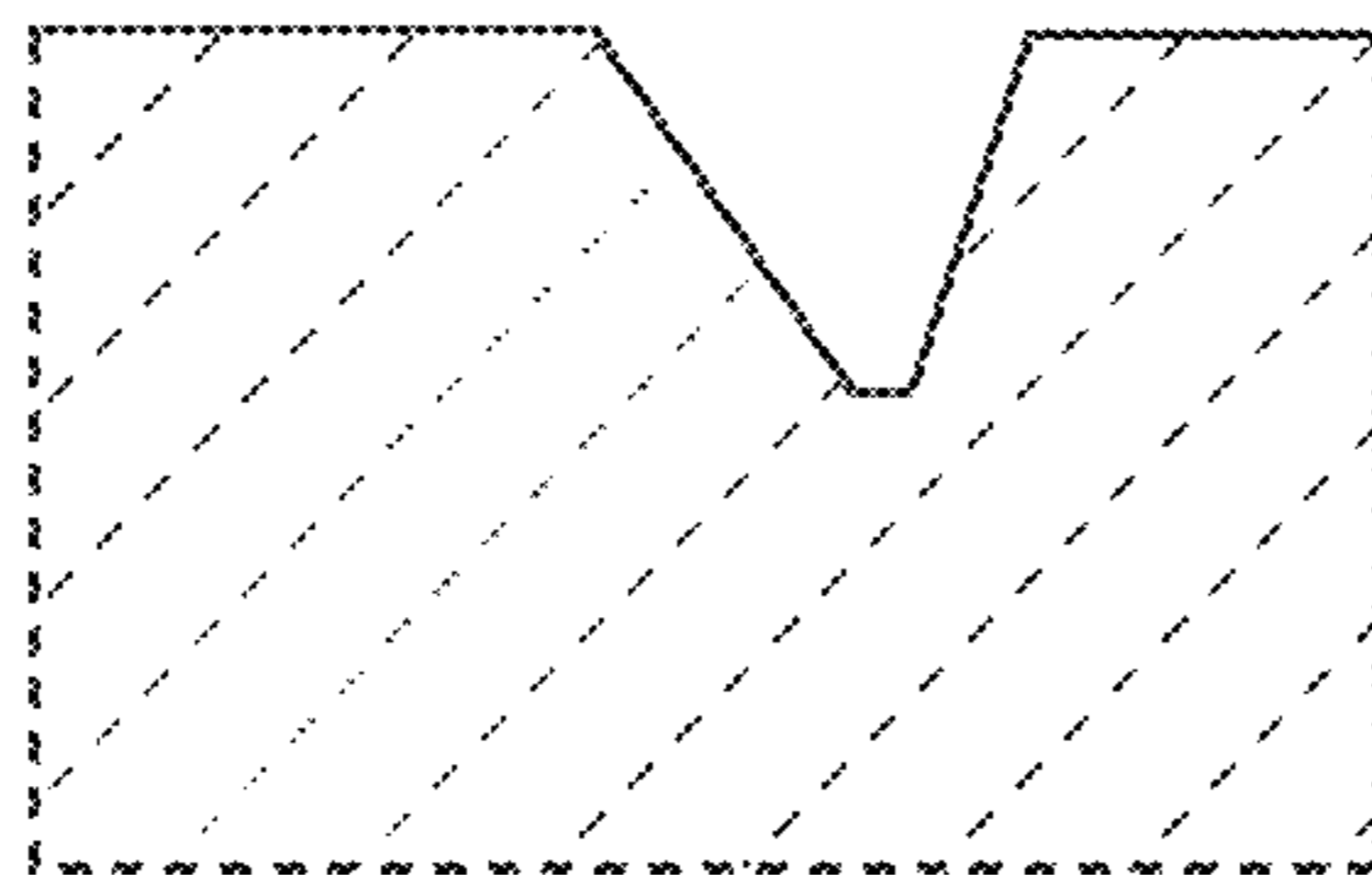


FIG. 14

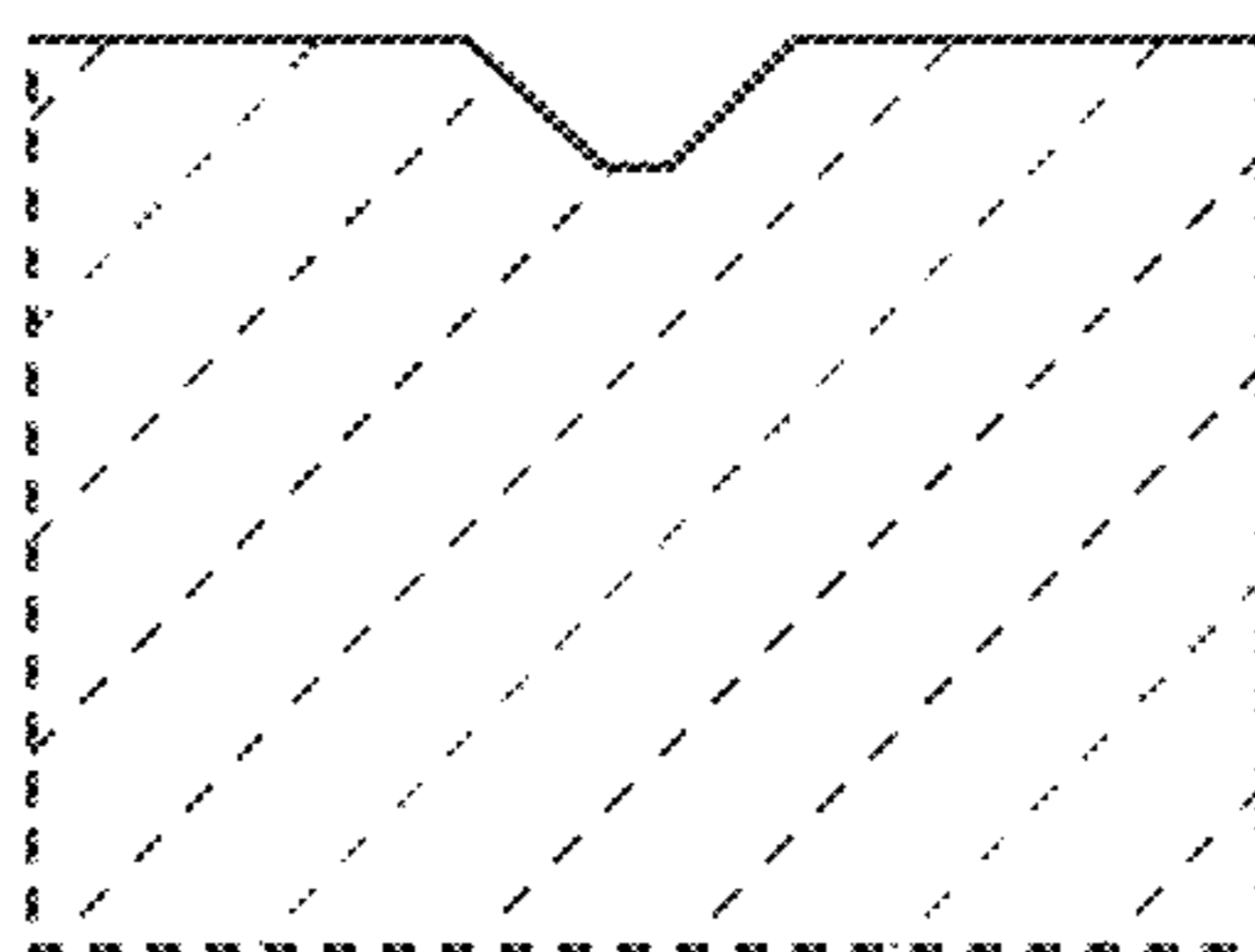


FIG. 15

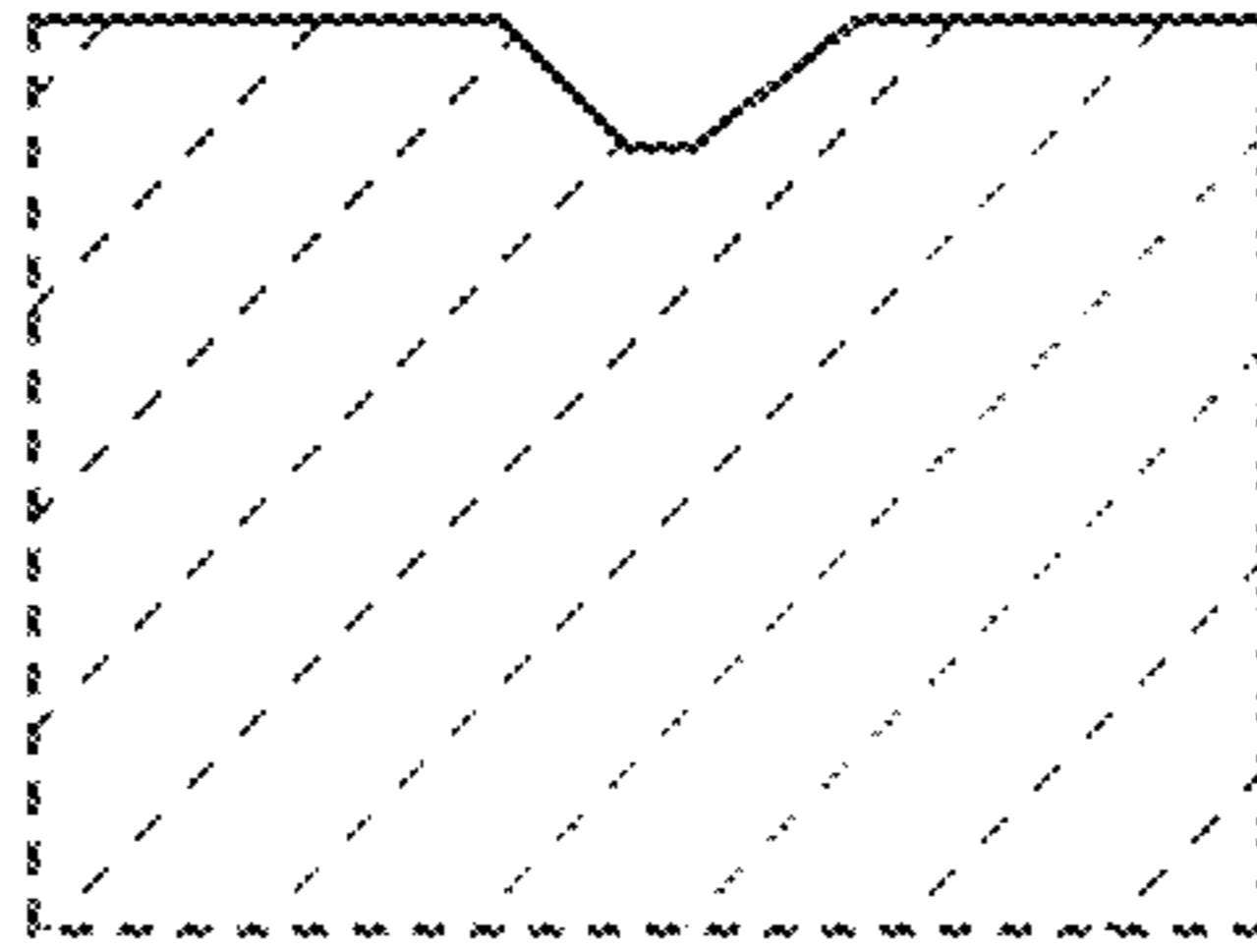


FIG. 16

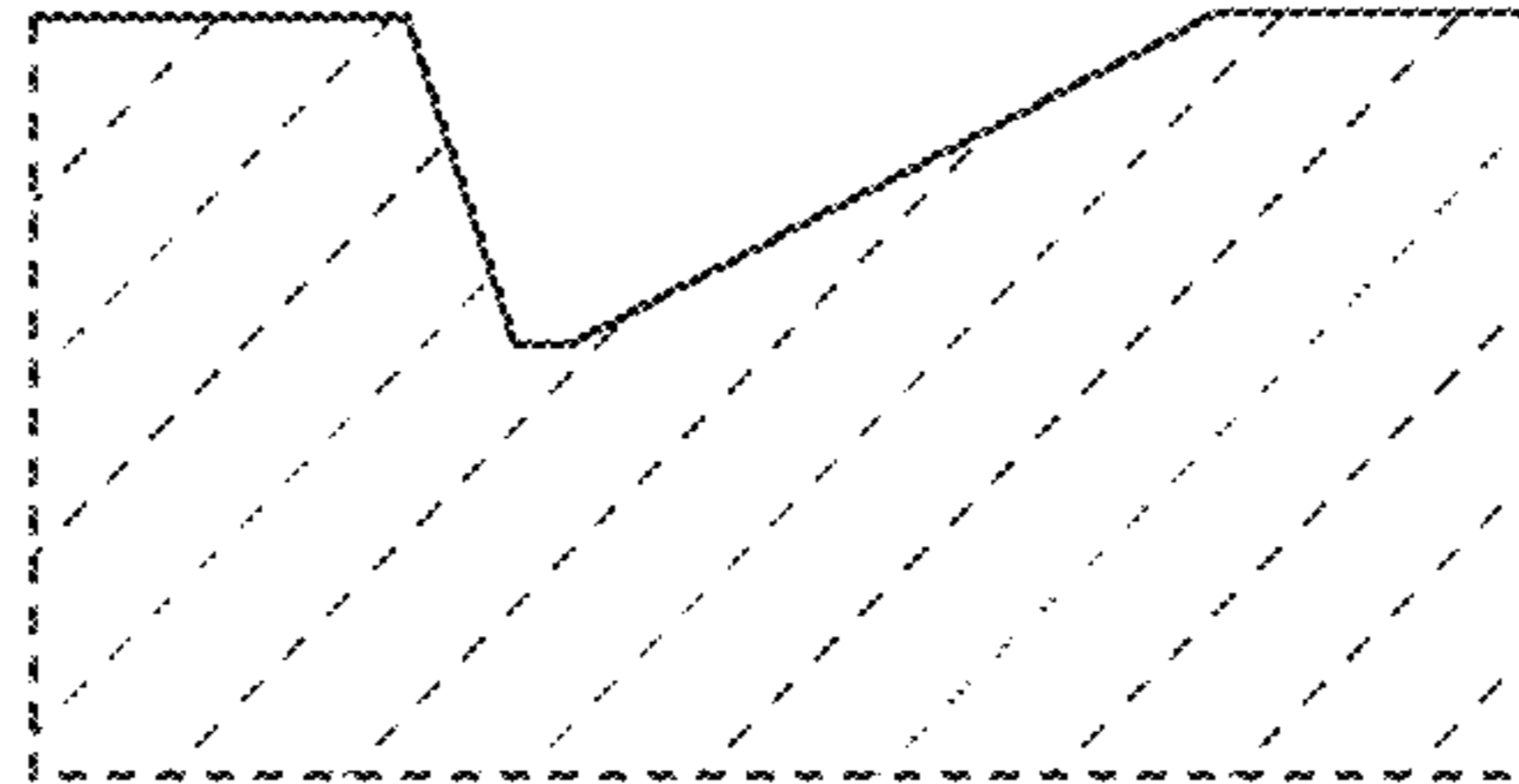


FIG. 17

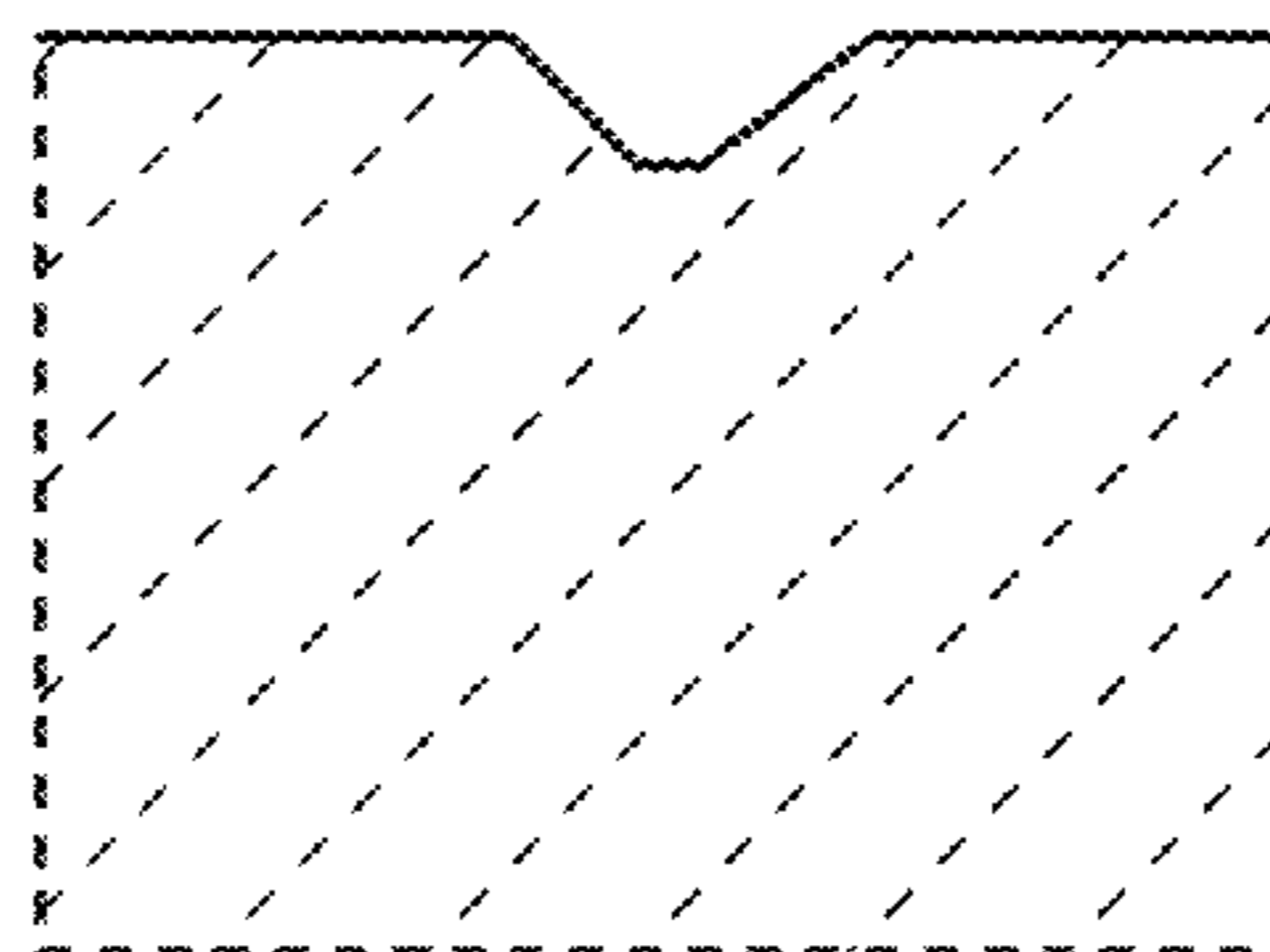


FIG. 18

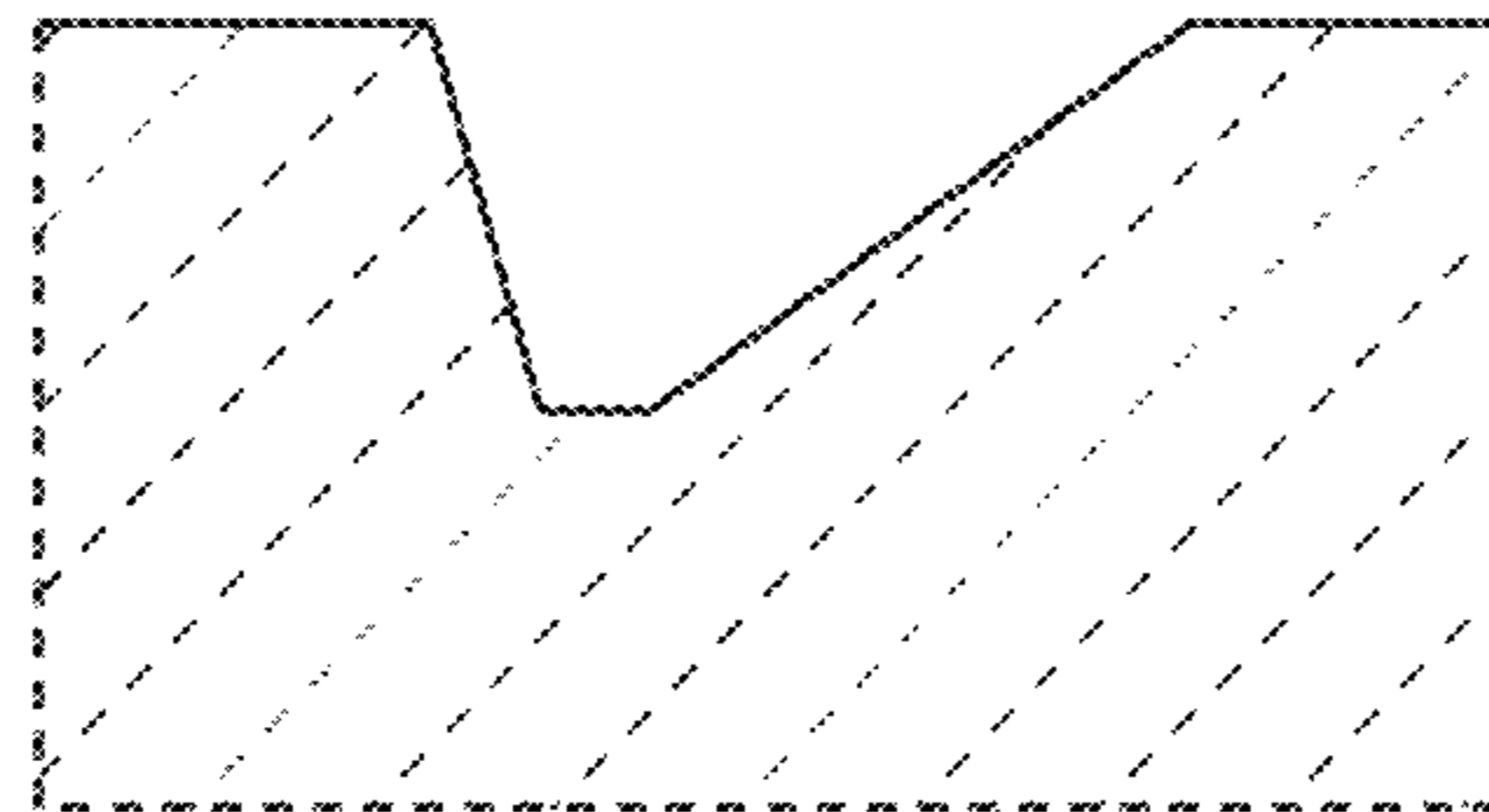


FIG. 19

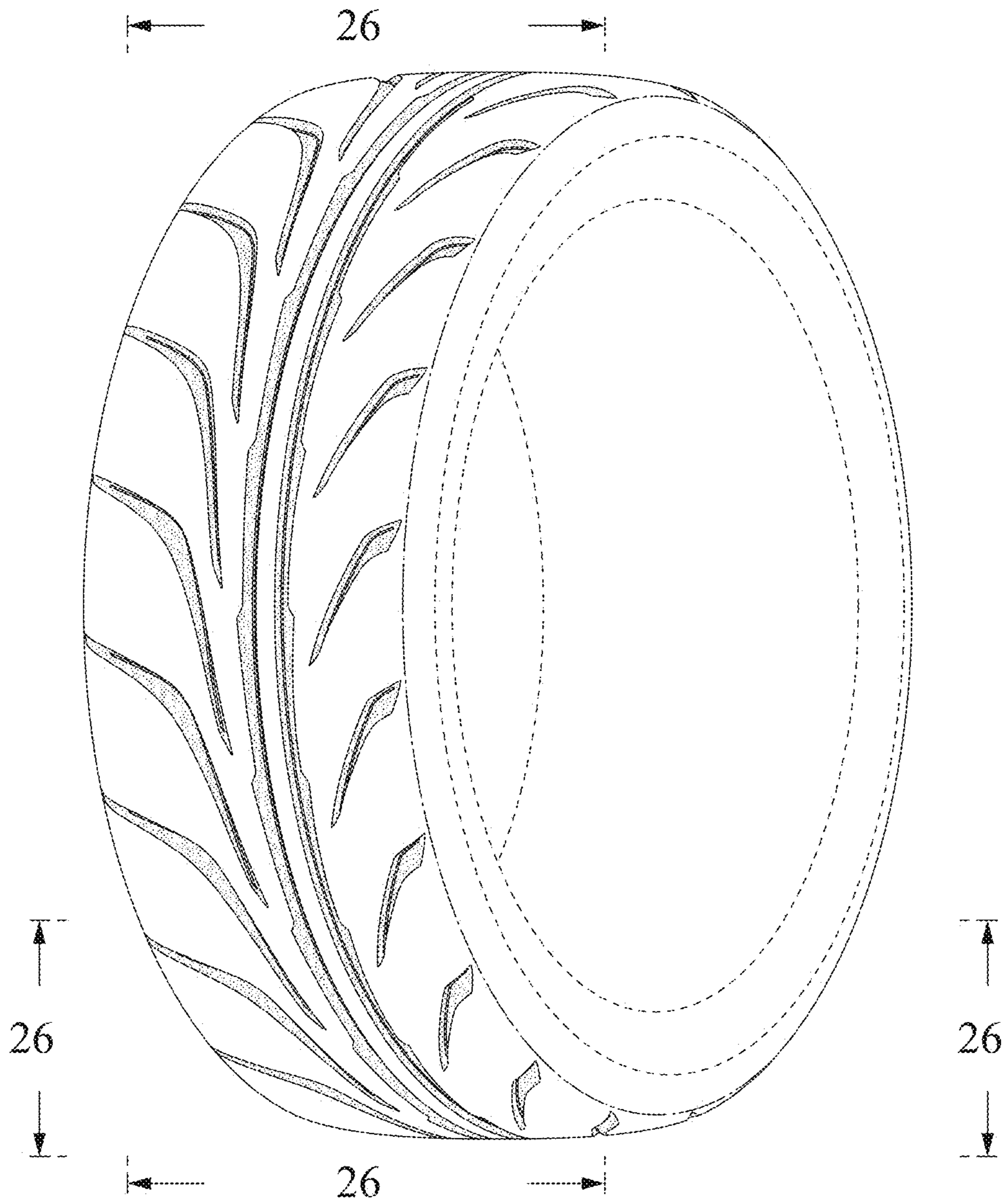


FIG. 20

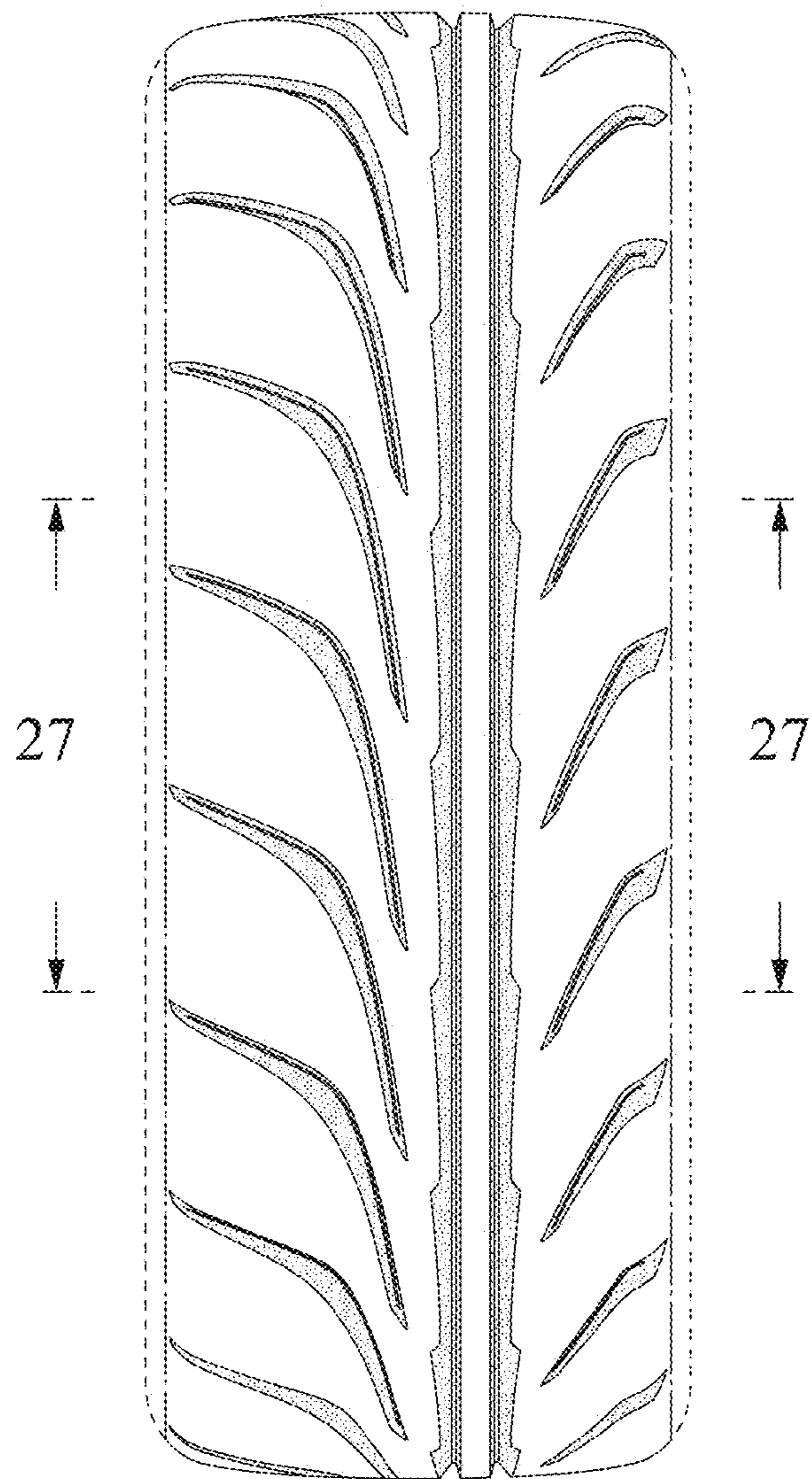


FIG. 21

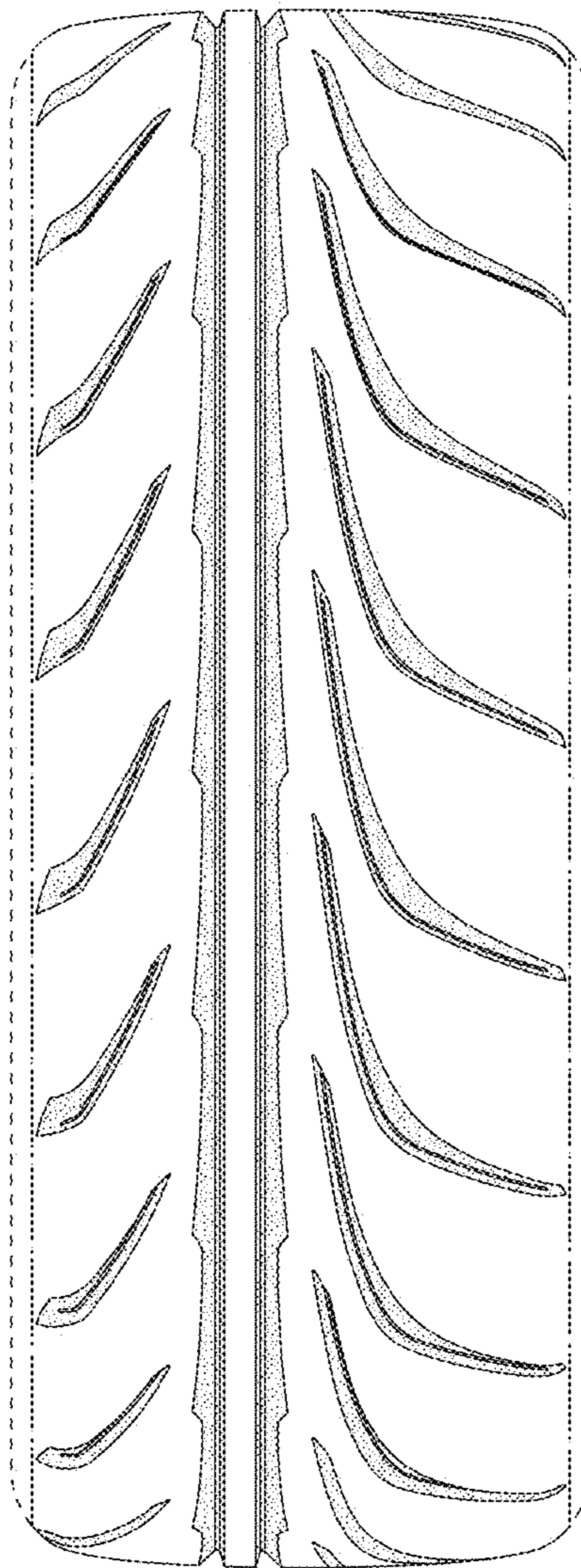


FIG. 22

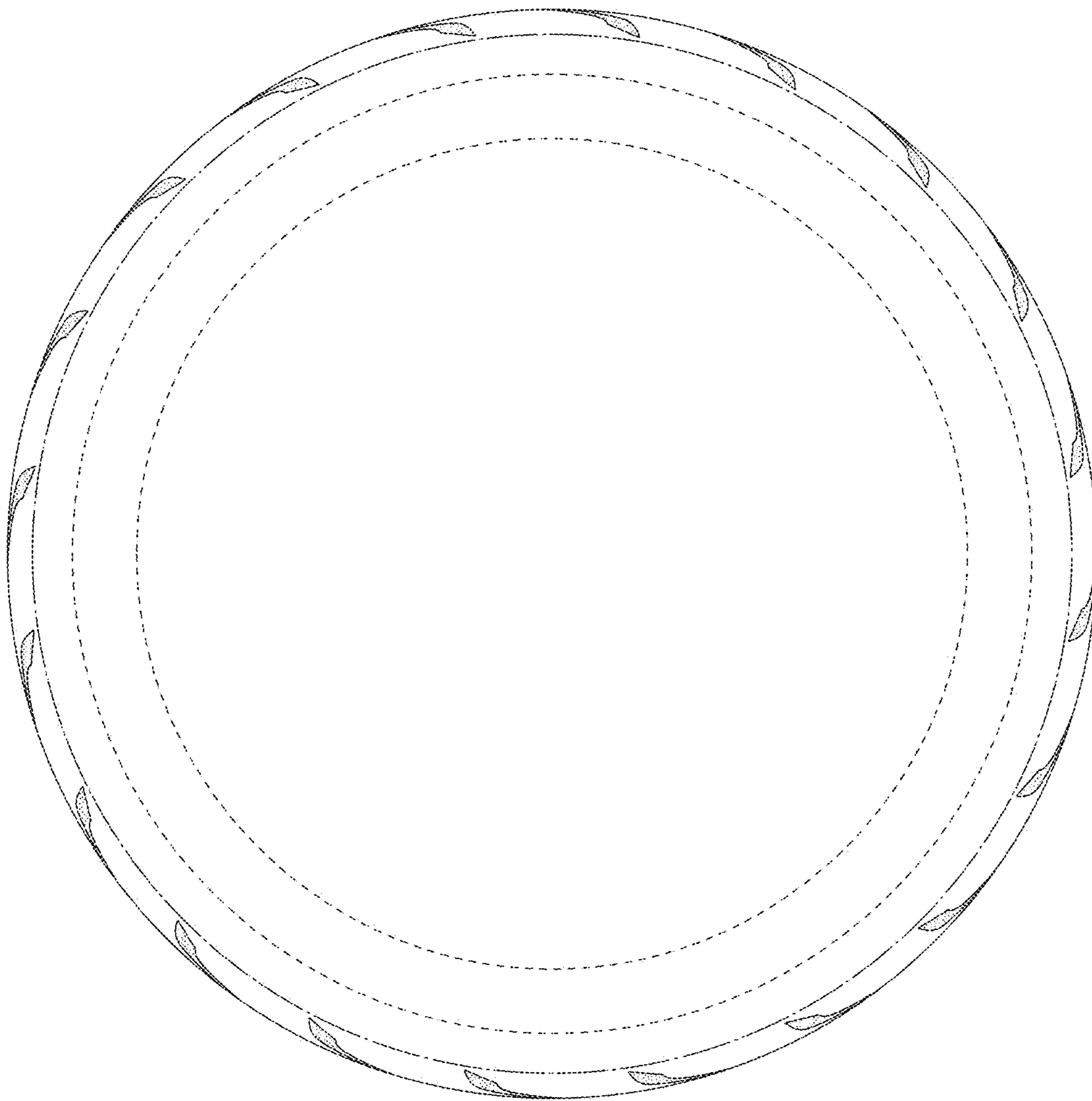


FIG. 23

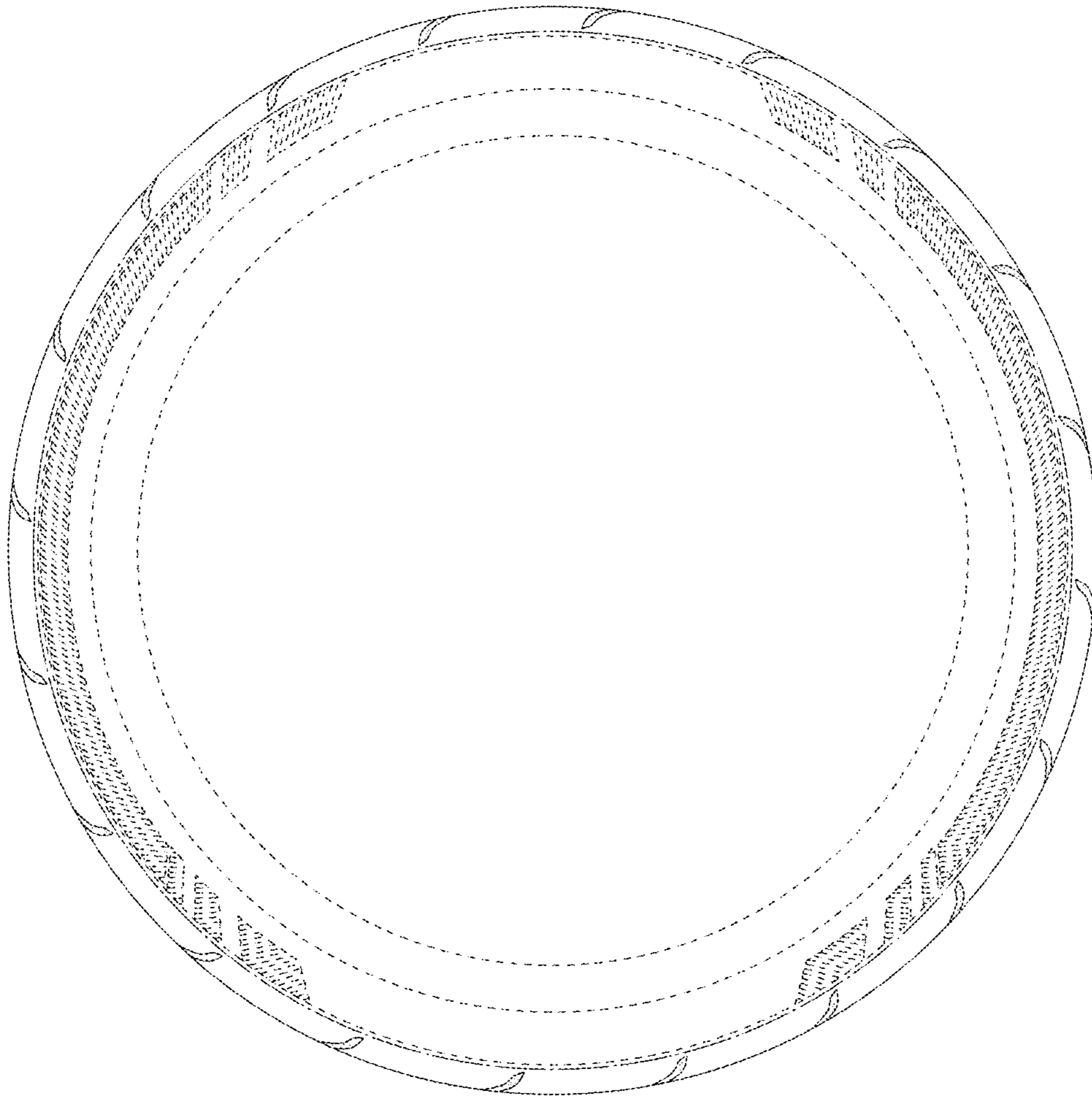


FIG. 24

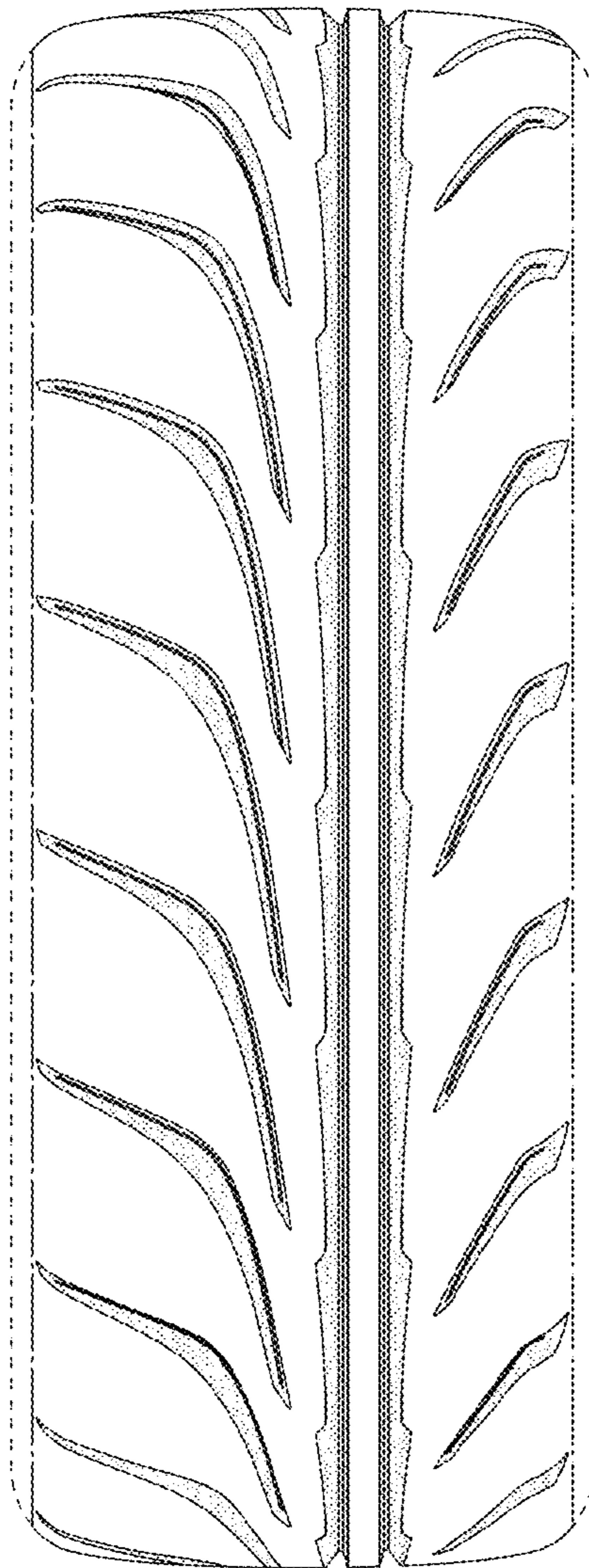


FIG. 25

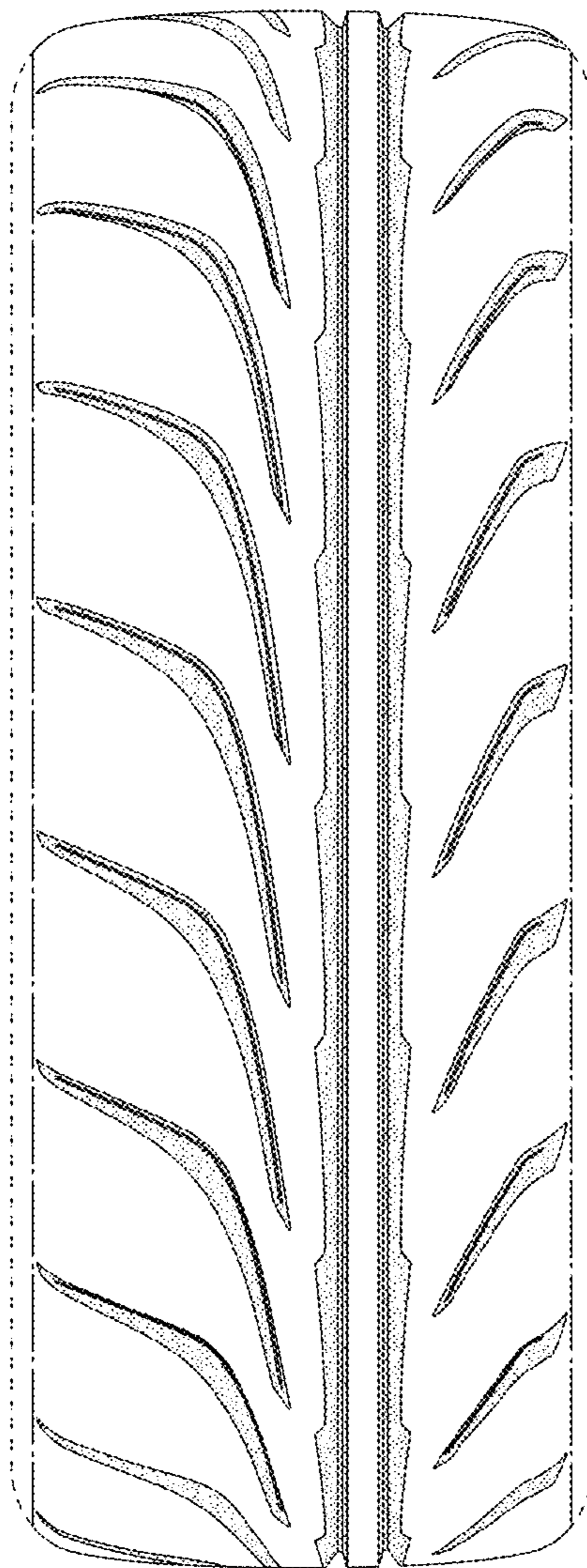


FIG. 26

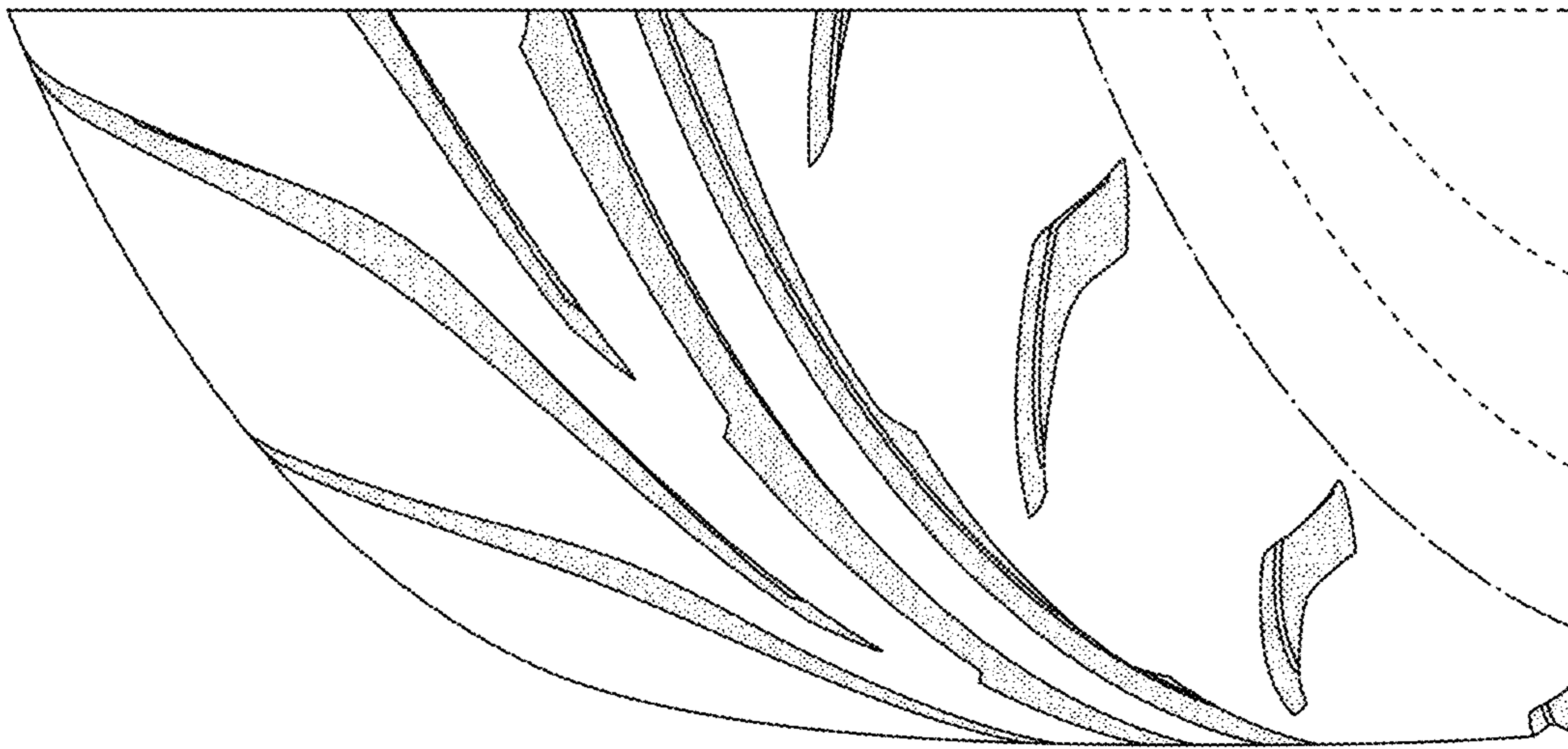


FIG. 27

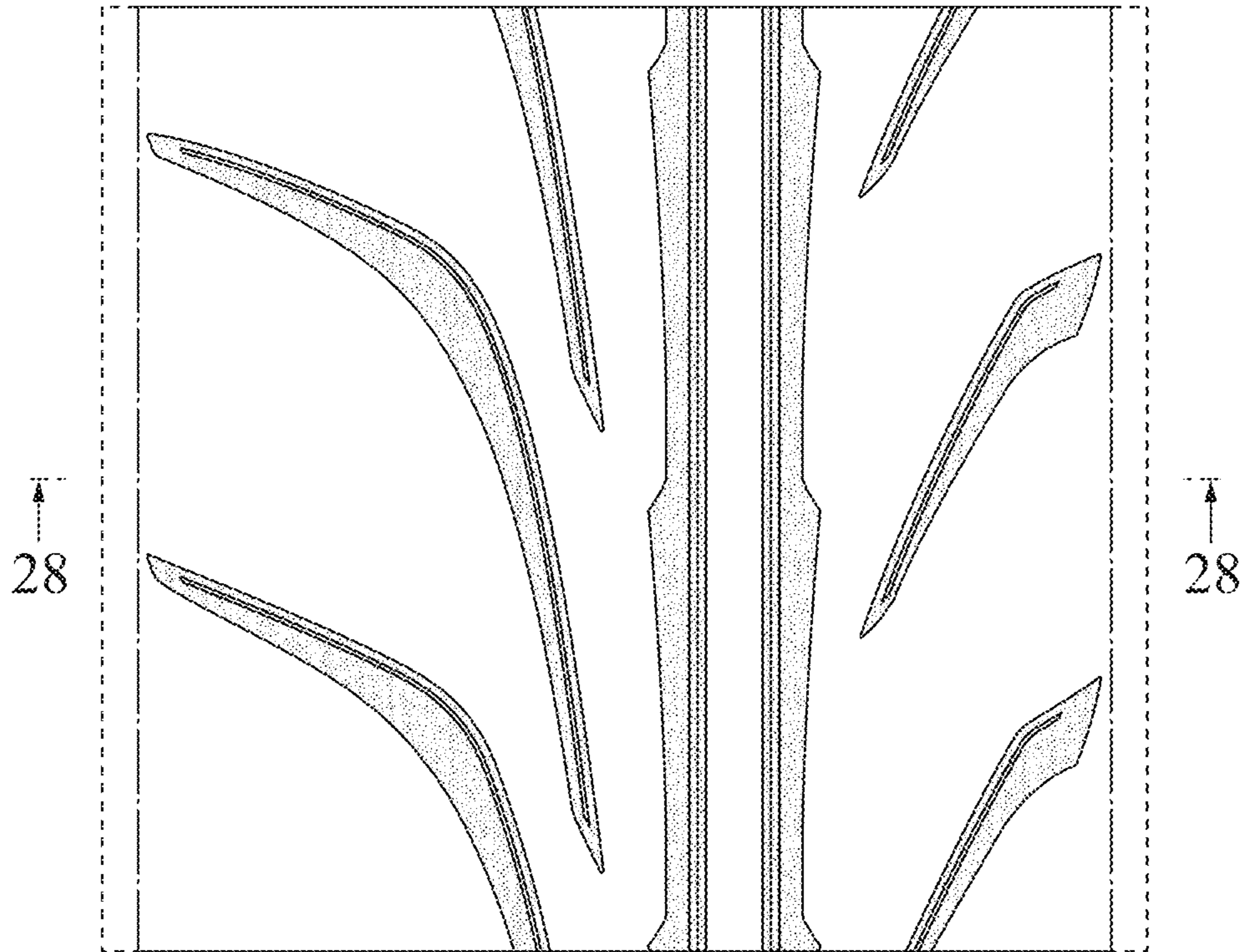


FIG. 28

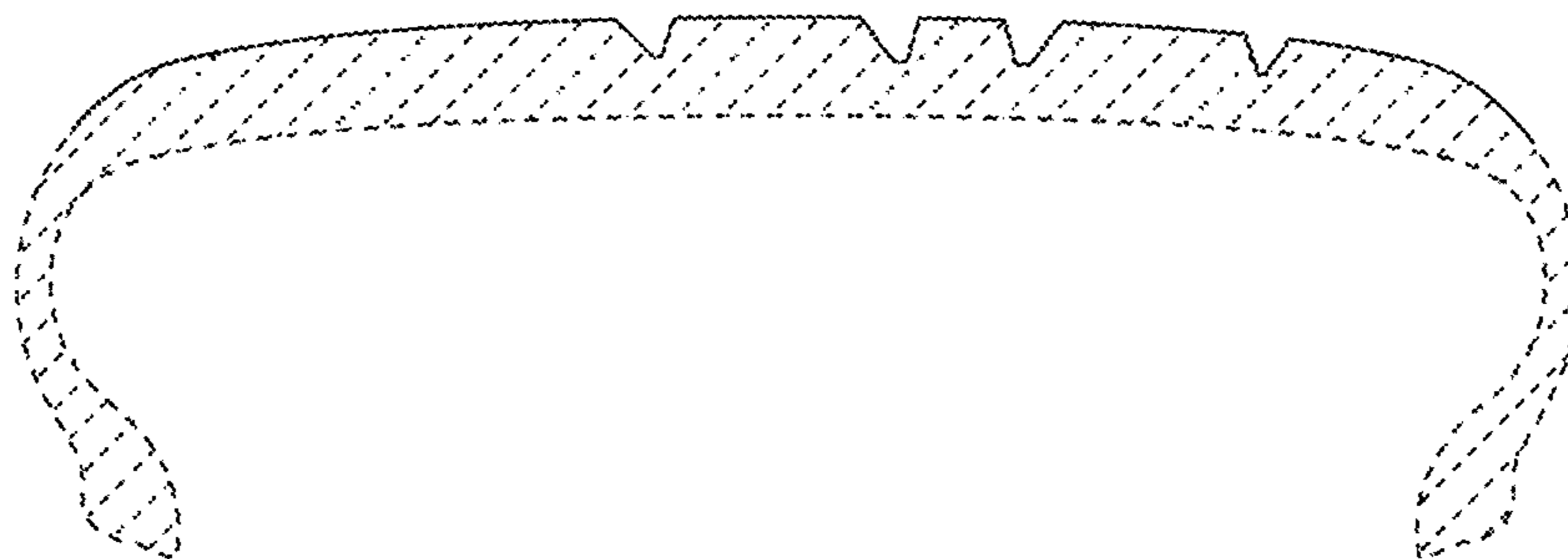


FIG. 29

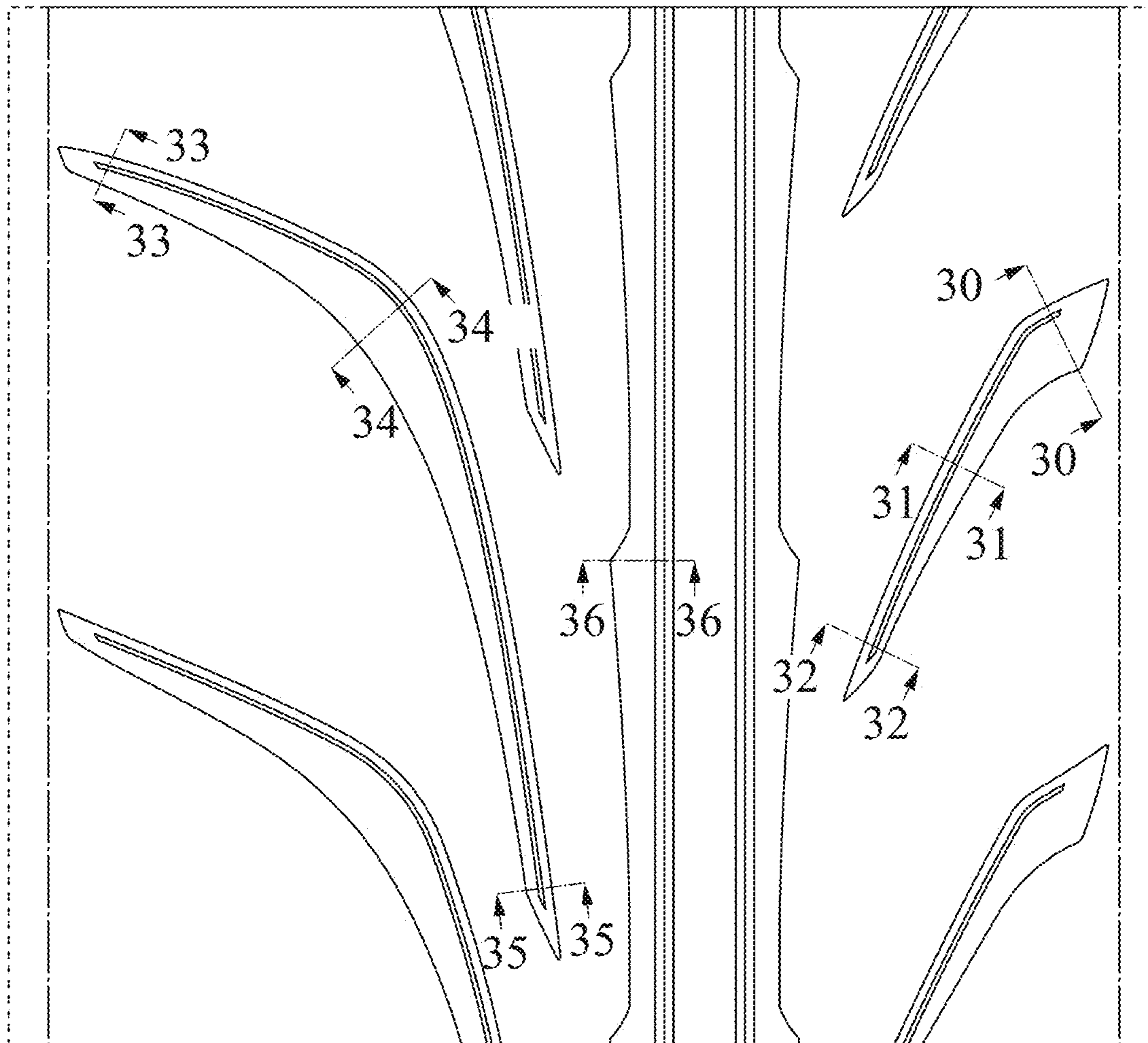


FIG. 30

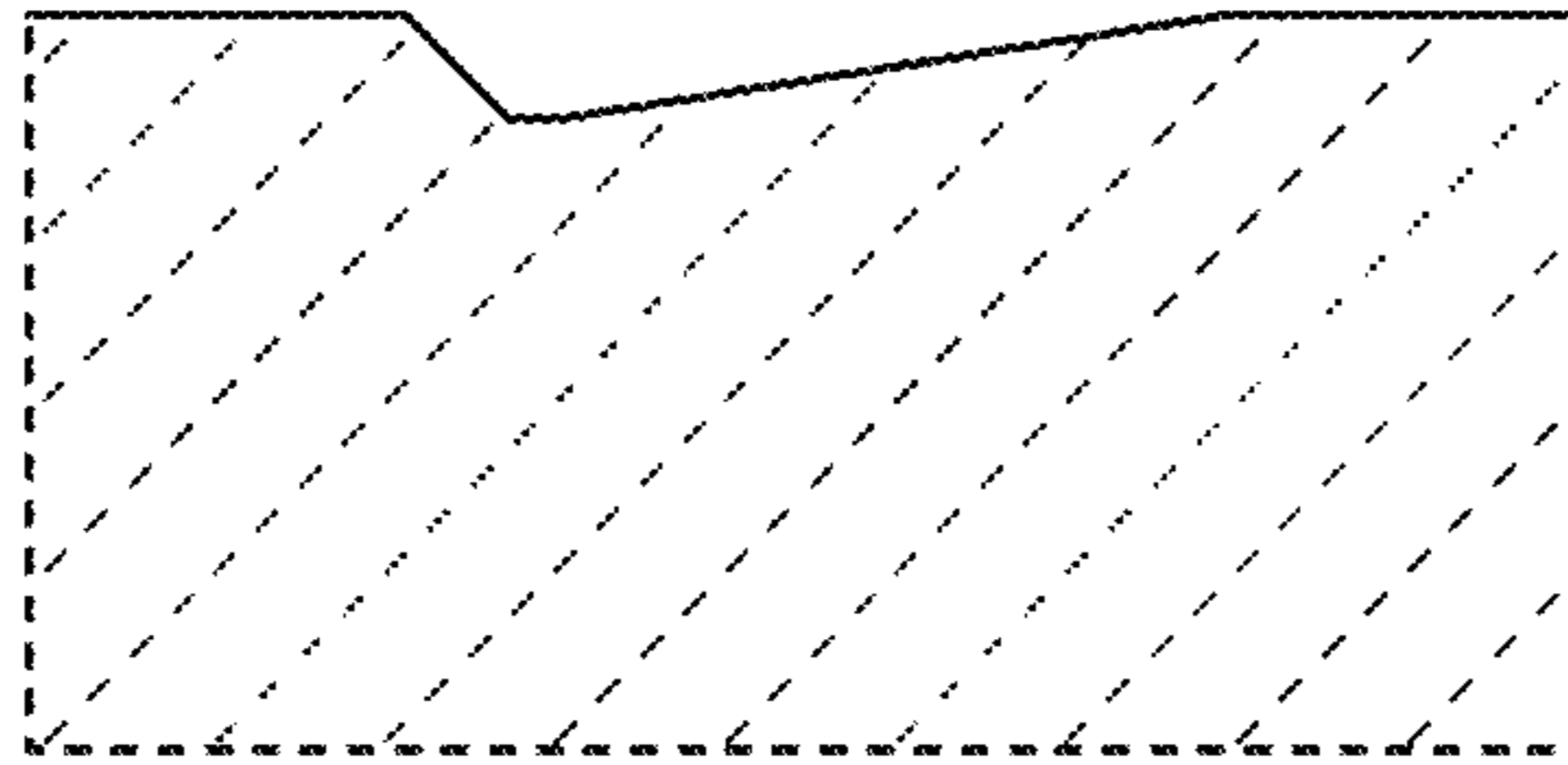


FIG. 31

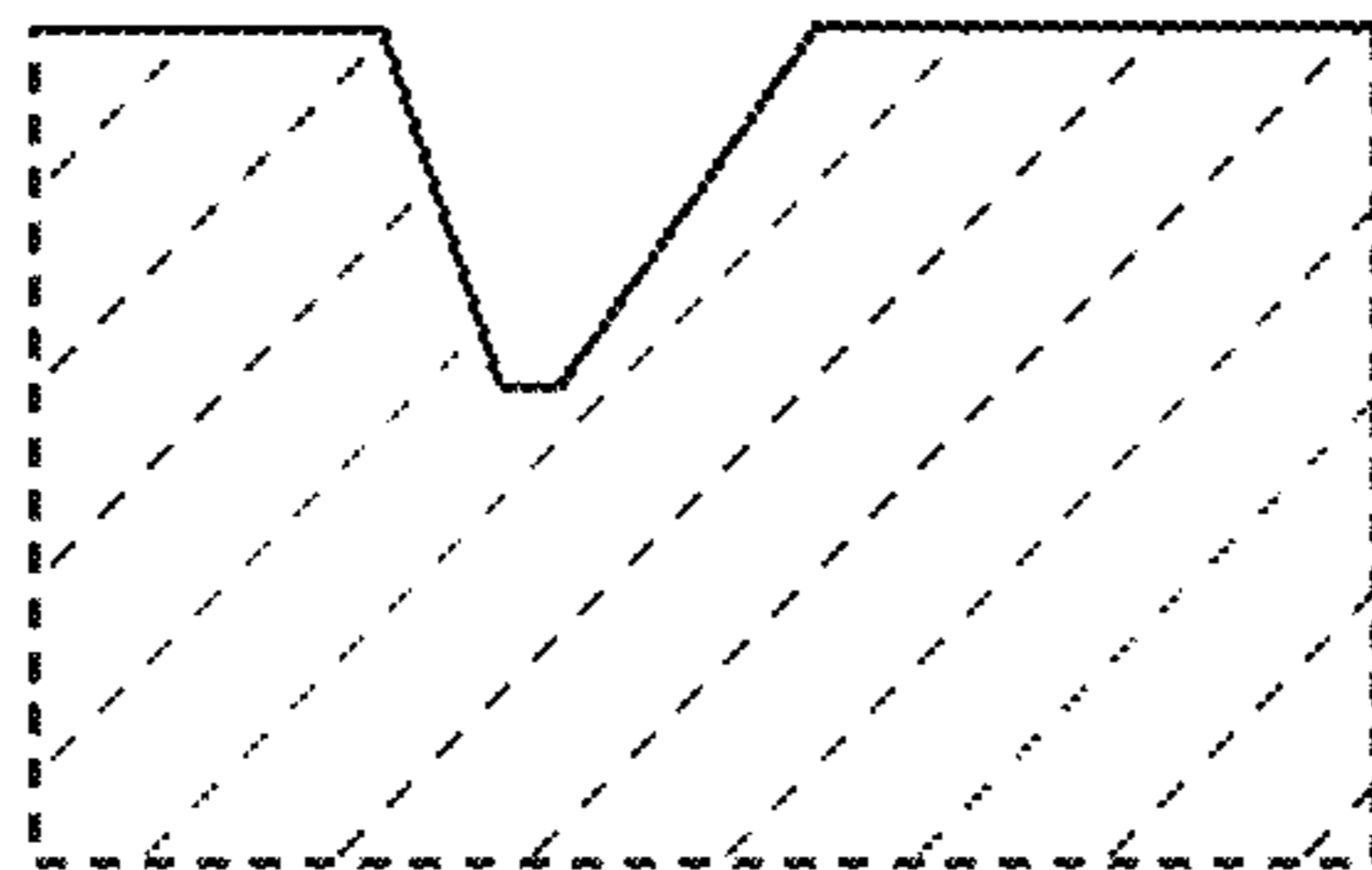


FIG. 32

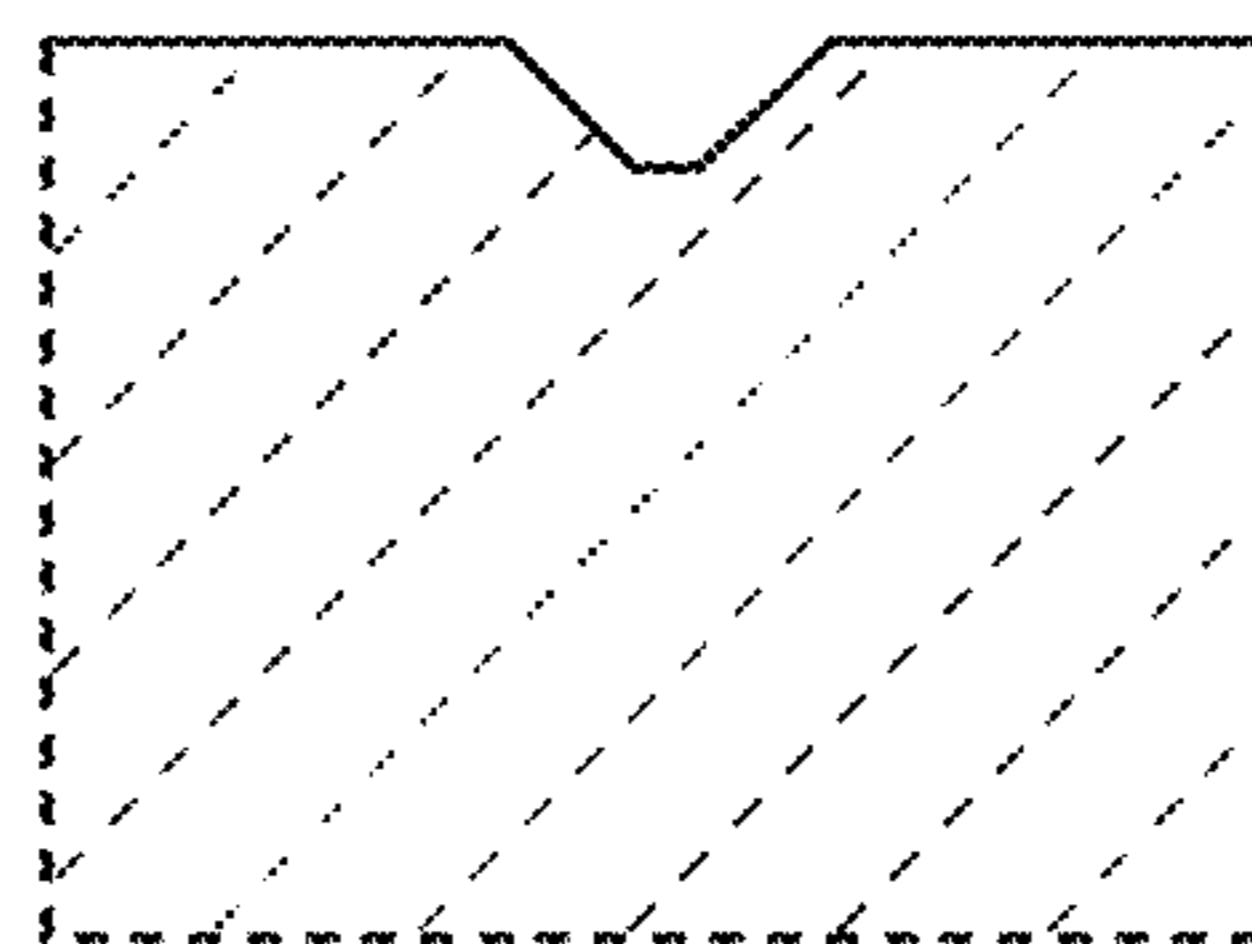


FIG. 33

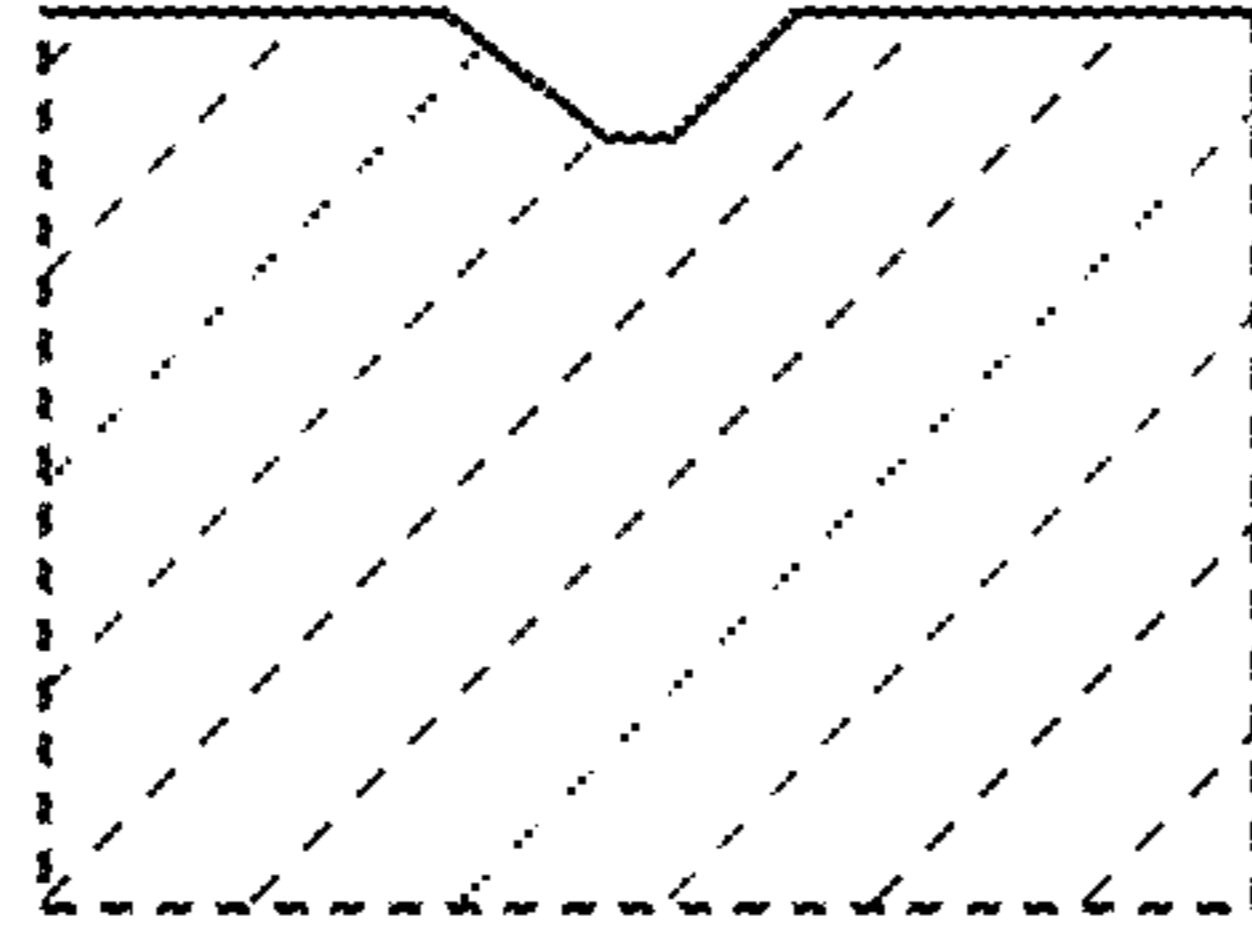


FIG. 34

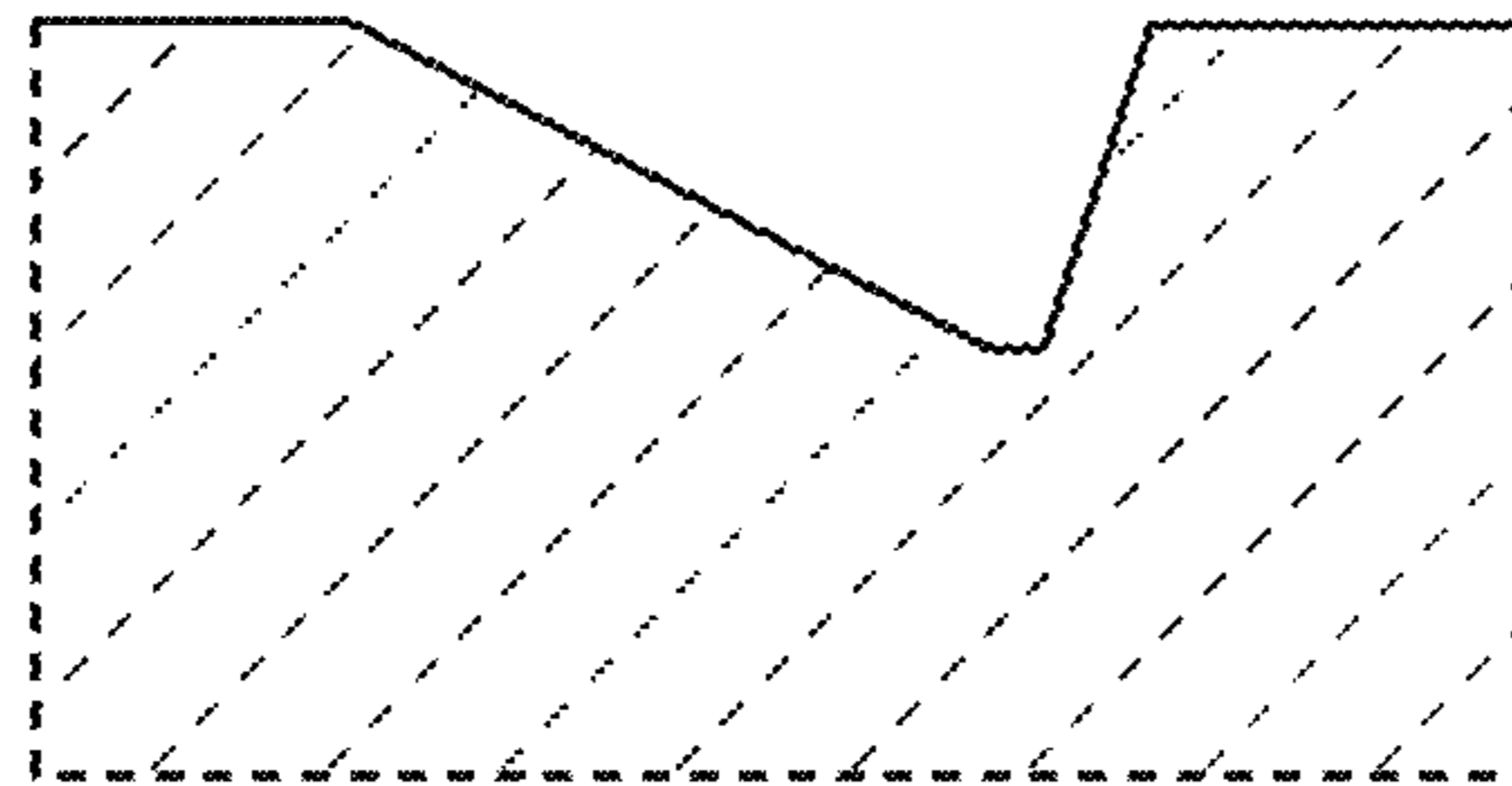


FIG. 35

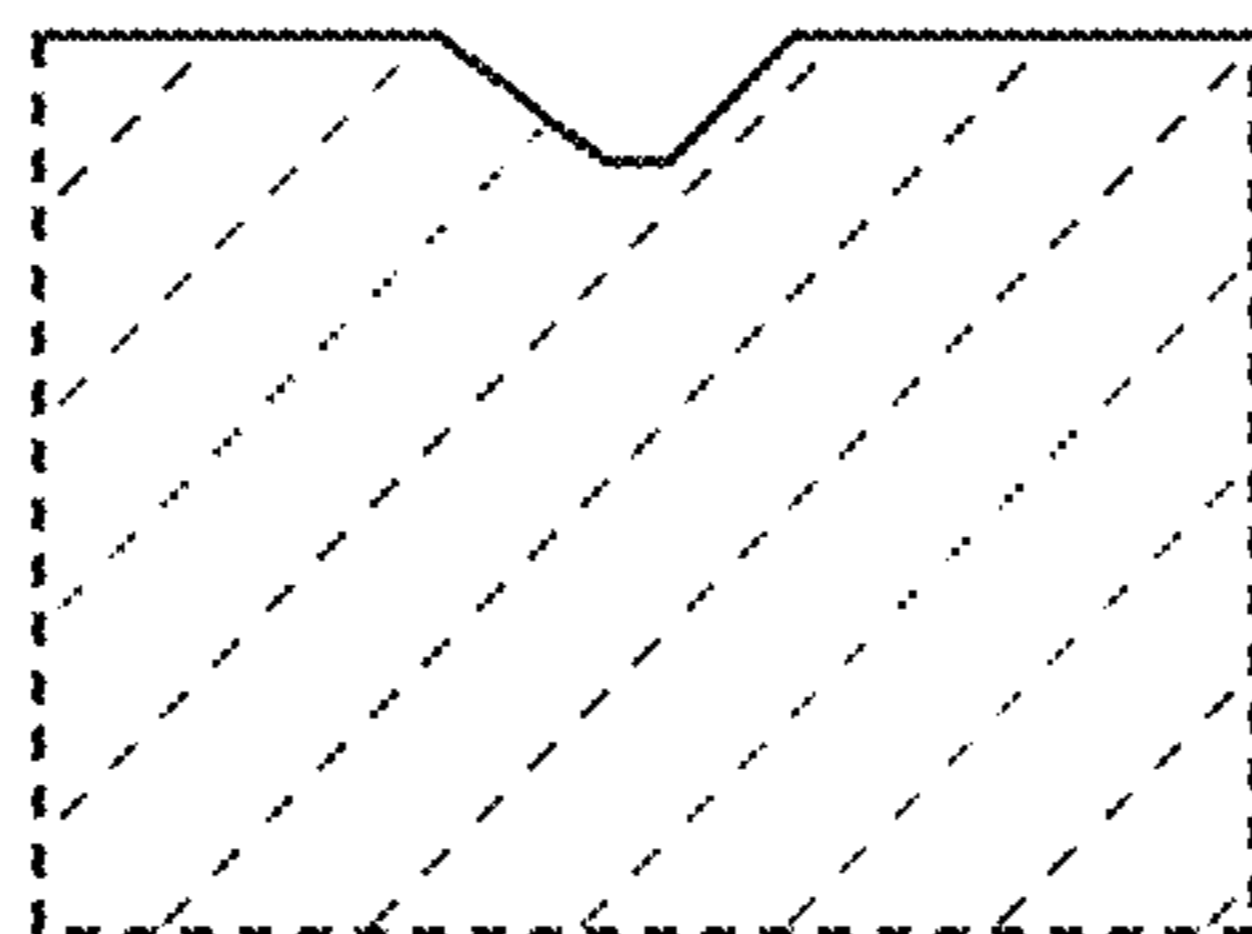


FIG. 36

