



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)

(72) Inventors: **Daisuke Tanaka**, Hiratsuka (JP);  
**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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*Primary Examiner* — Lakiya G Rogers  
*Assistant Examiner* — John A Voytek  
(74) *Attorney, Agent, or Firm* — Banner & Witcoff, Ltd.

(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;

(Continued)

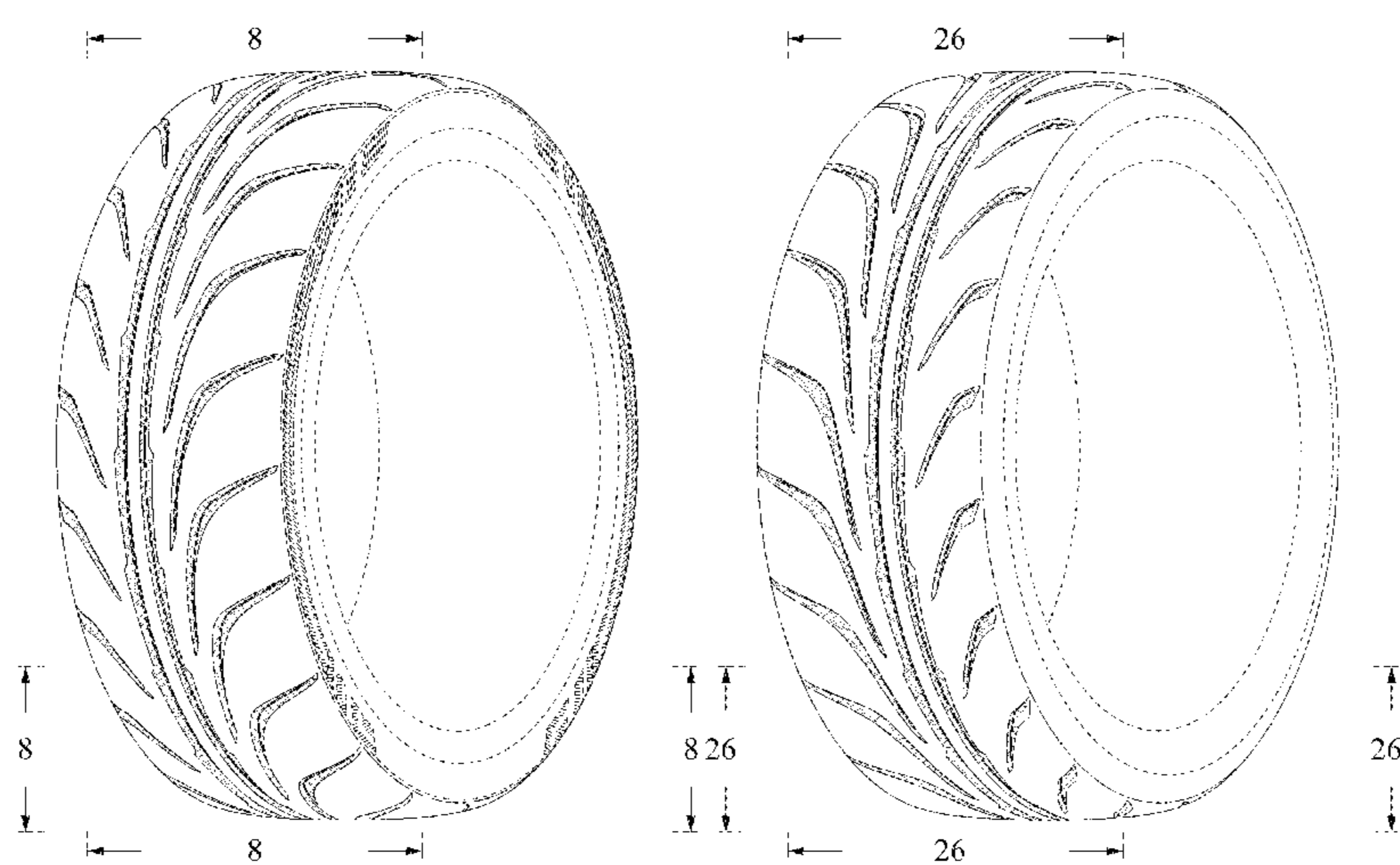


FIG. 27 is an enlarged view thereof taken at a portion defined by lines 27-27 shown in FIG. 20;  
 FIG. 28 is a cross sectional view thereof taken at a portion defined by lines 28-28 shown in FIG. 27;  
 FIG. 29 is a reference enlarged view thereof taken at the portion defined by lines 29-29 shown in 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)

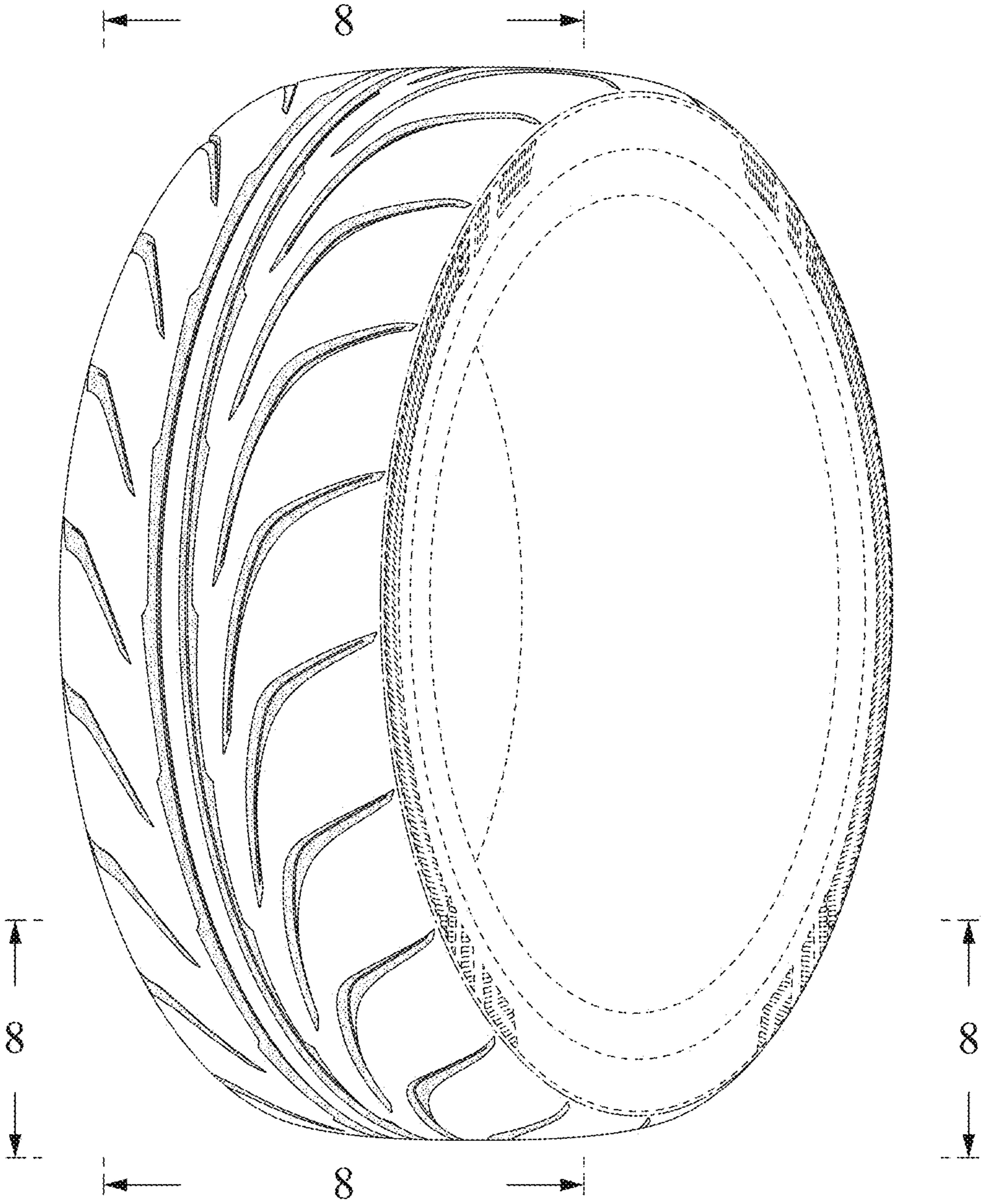
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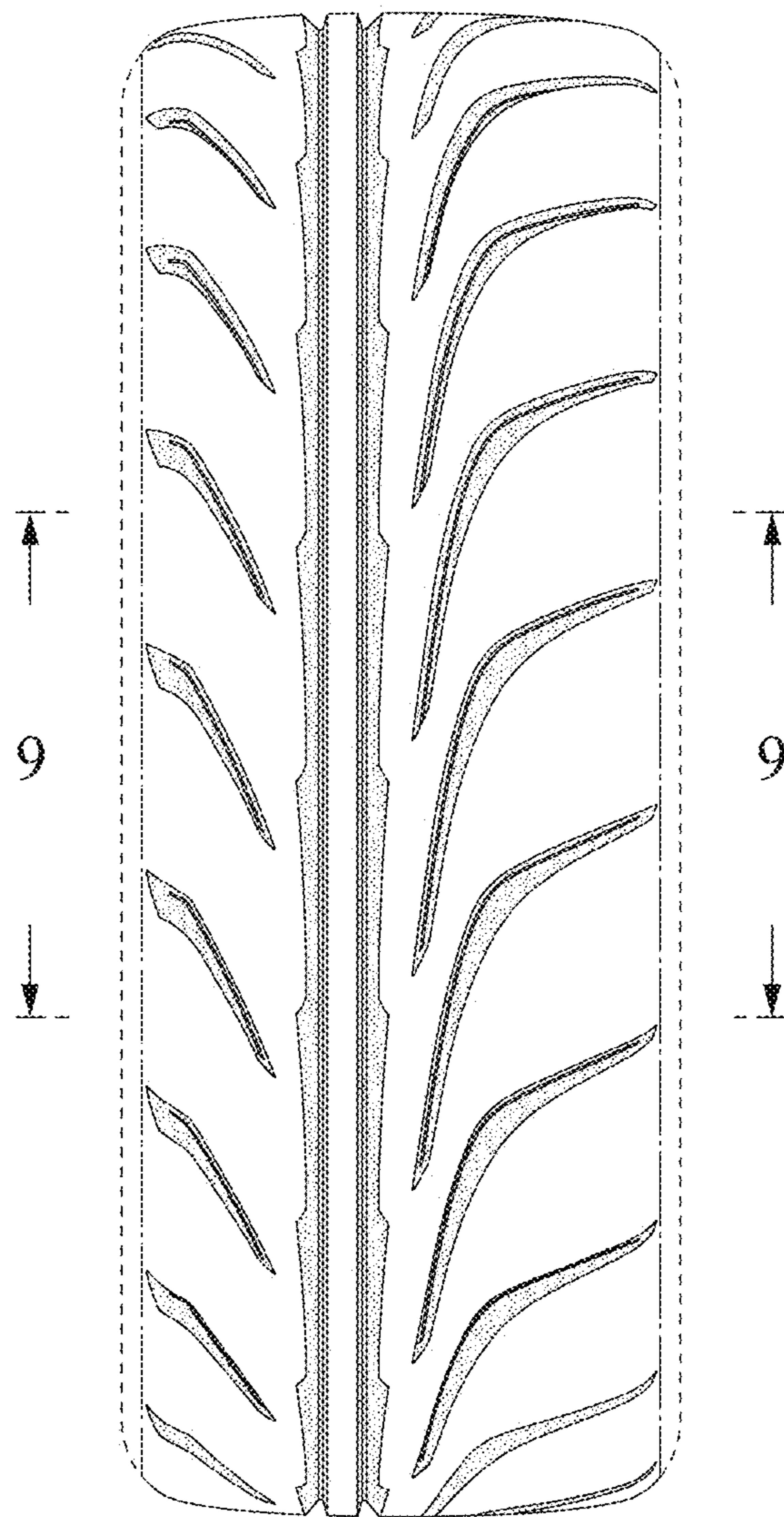
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D551,157	S	*	9/2007	Shondel .....	D12/524
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D635,503	S	*	4/2011	Nakamura .....	D12/524
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D801,257	S	*	10/2017	Sekine .....	D12/514

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FIG. 1



**FIG. 2**



**FIG. 3**

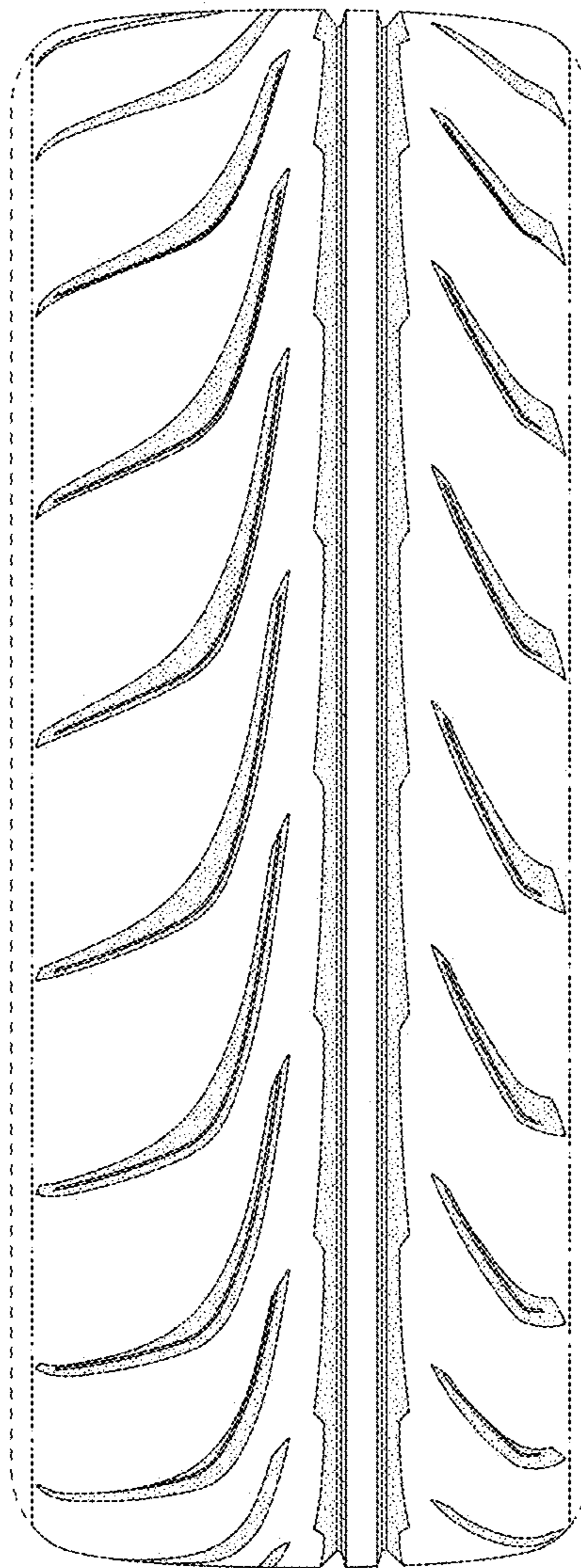
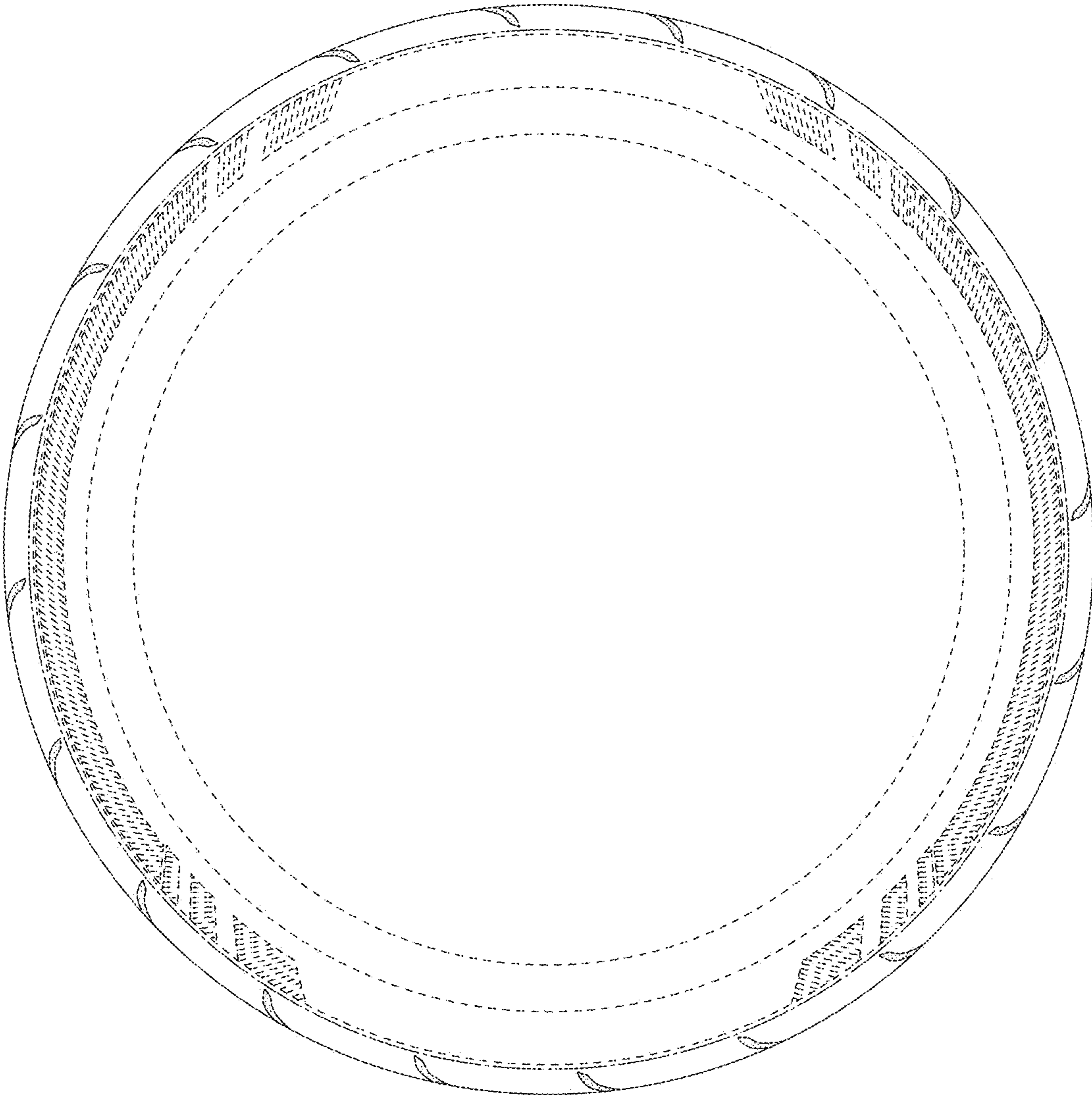
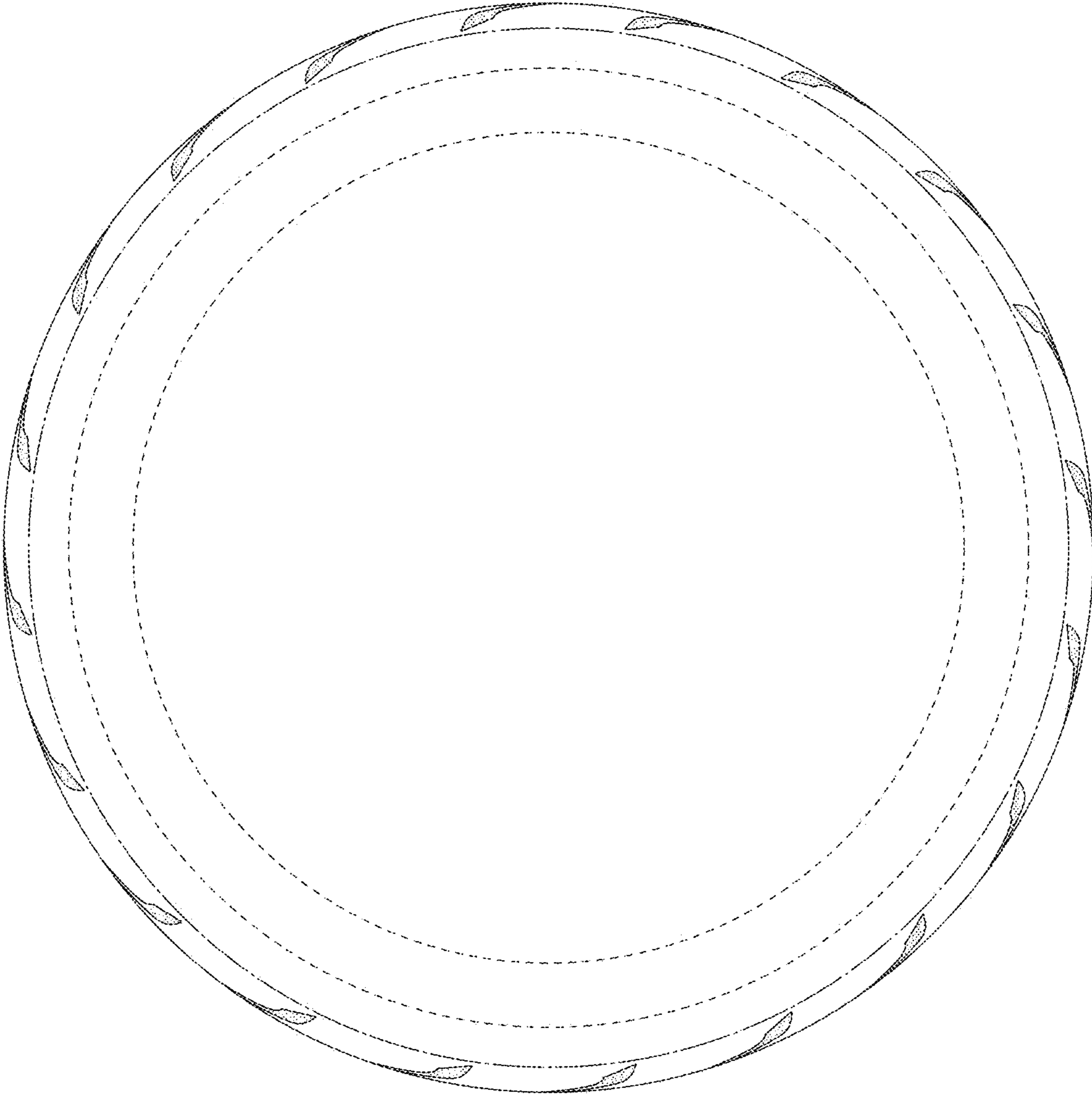


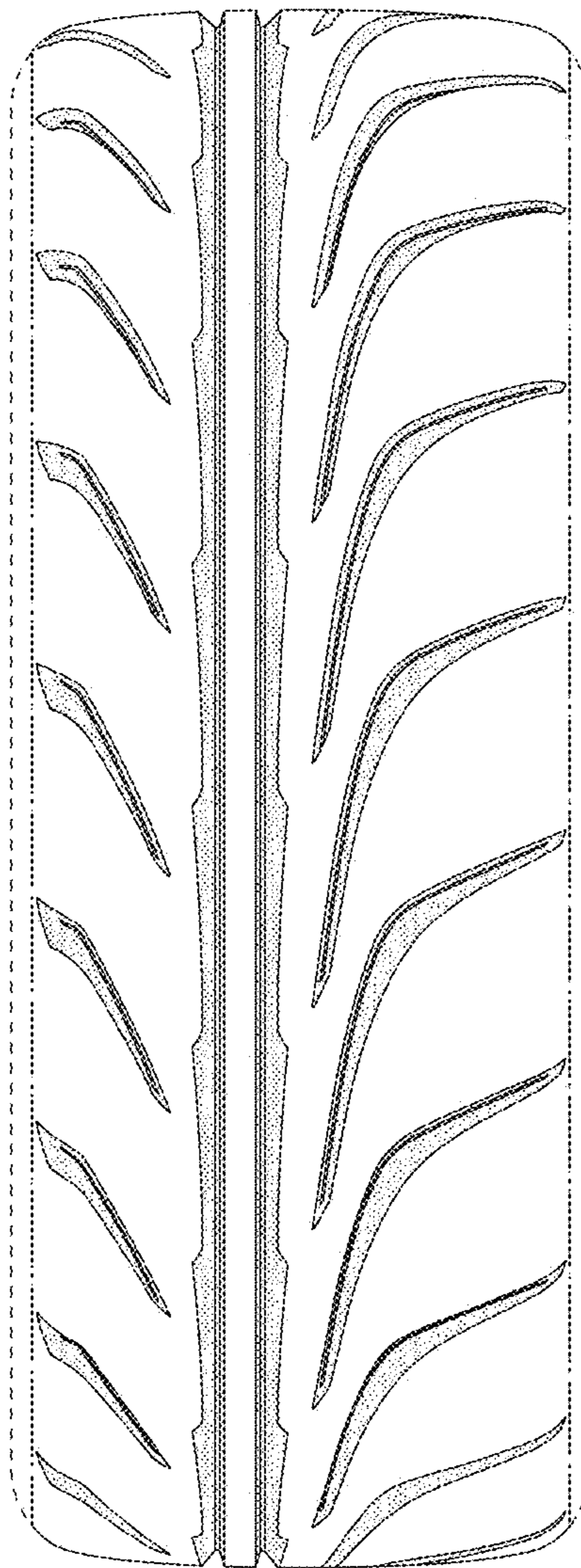
FIG. 4



**FIG. 5**



**FIG. 6**





**FIG. 7**

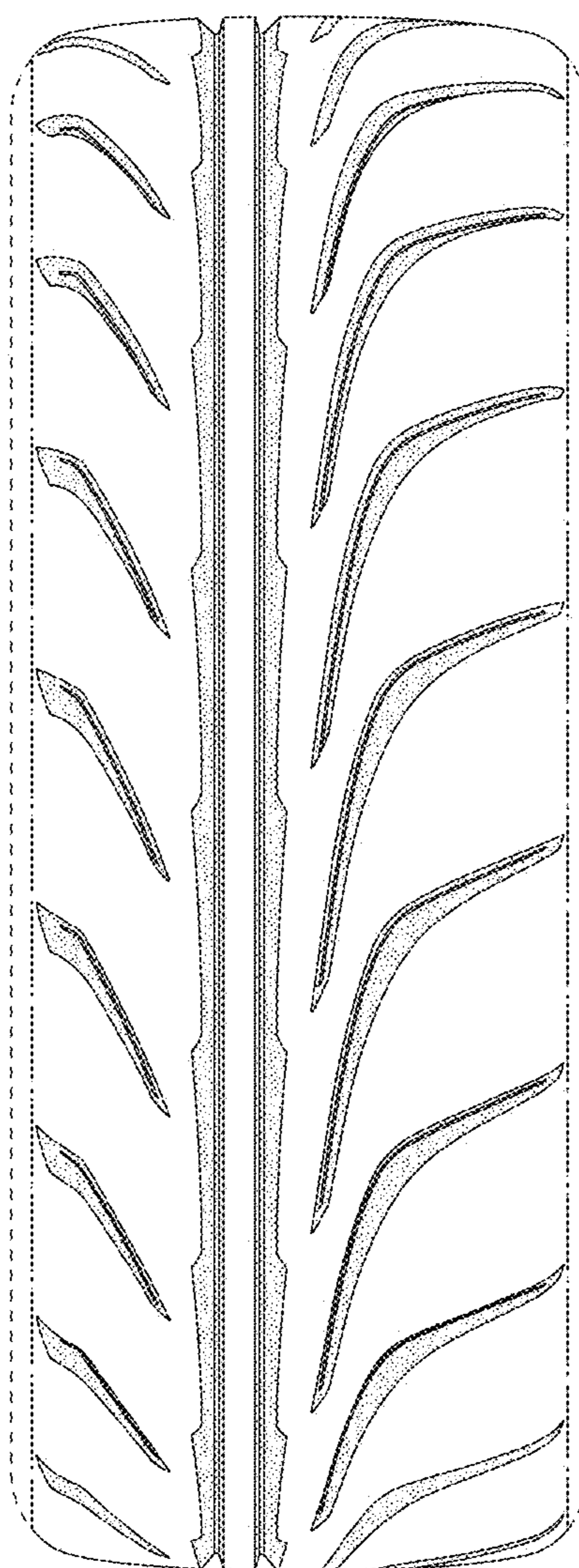
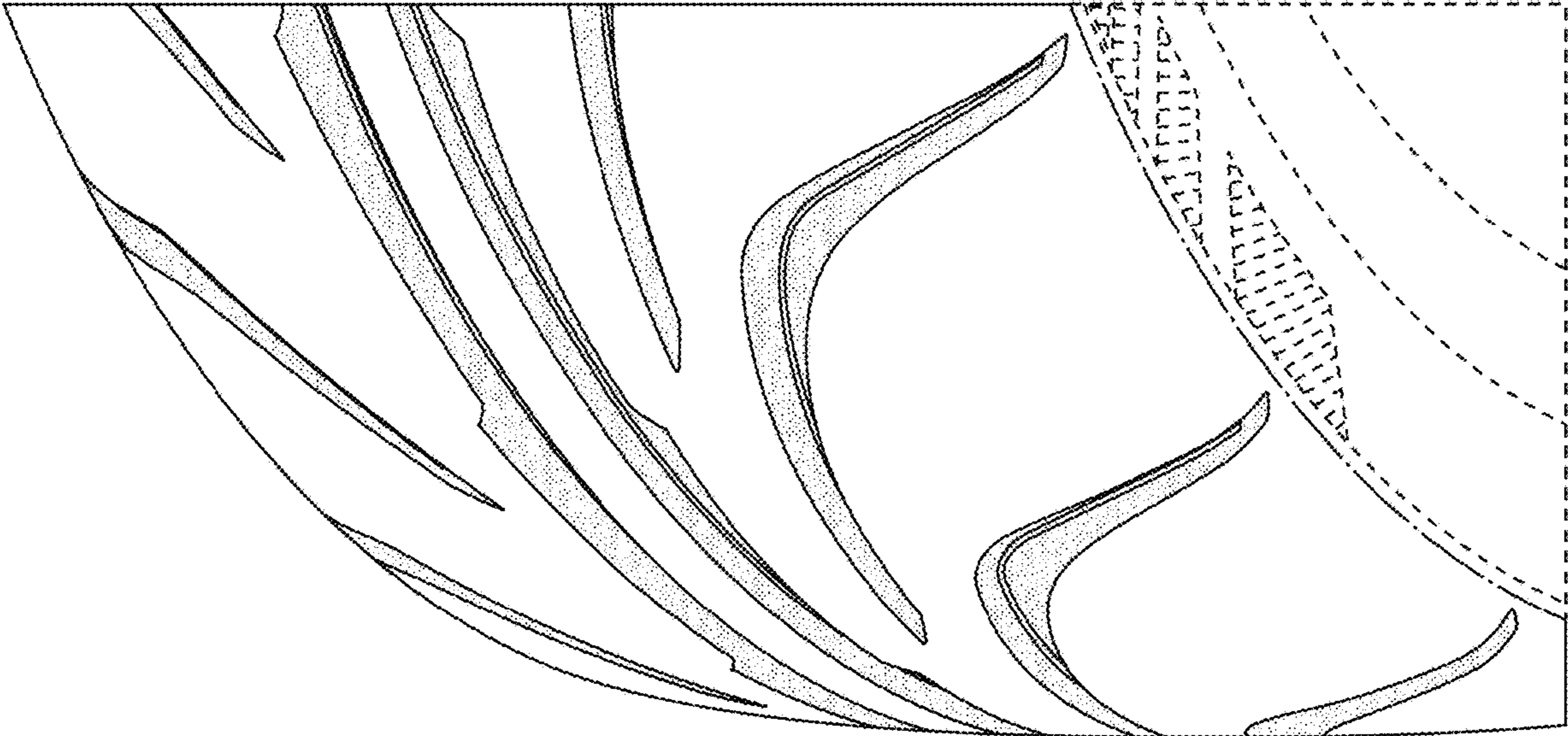
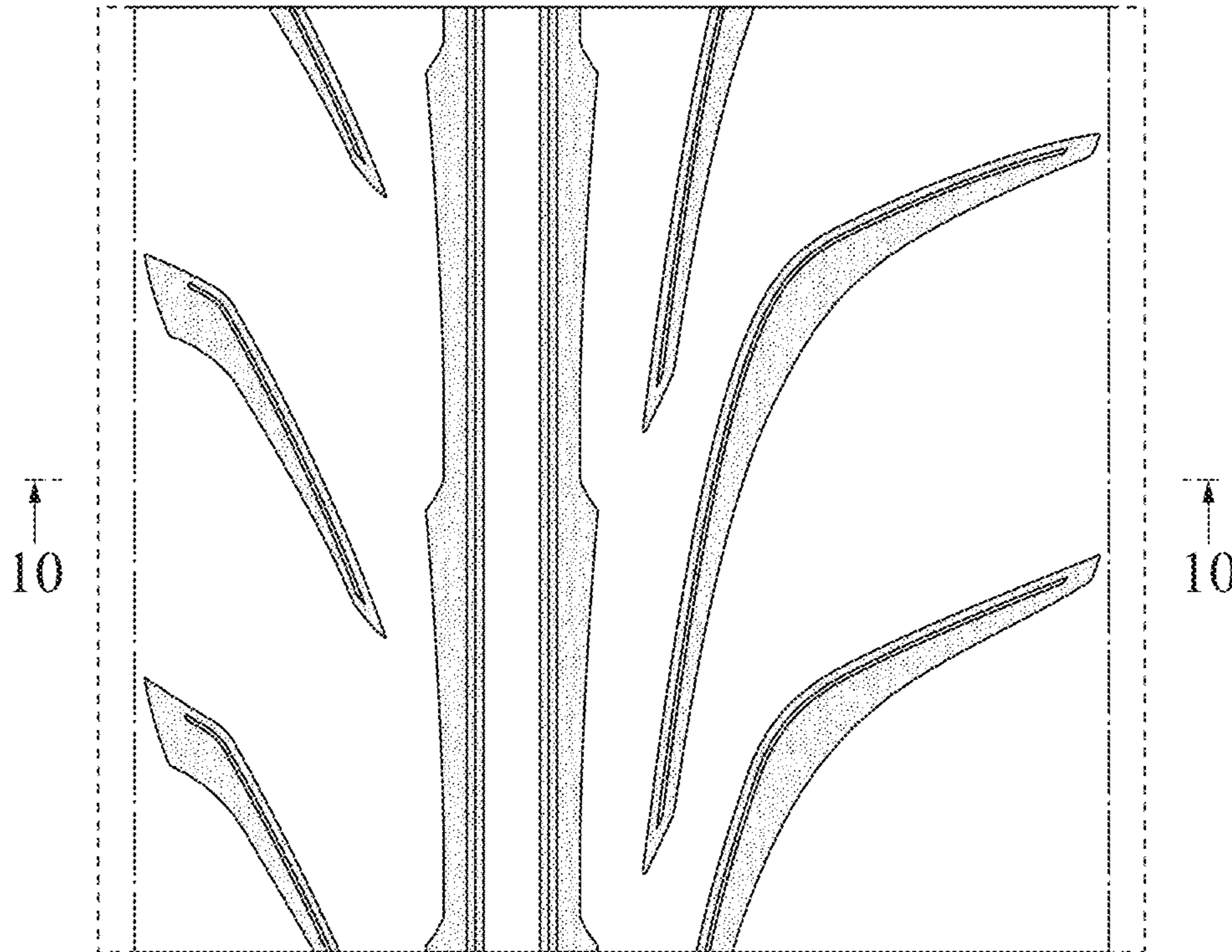


FIG. 8



**FIG. 9**



**FIG. 10**

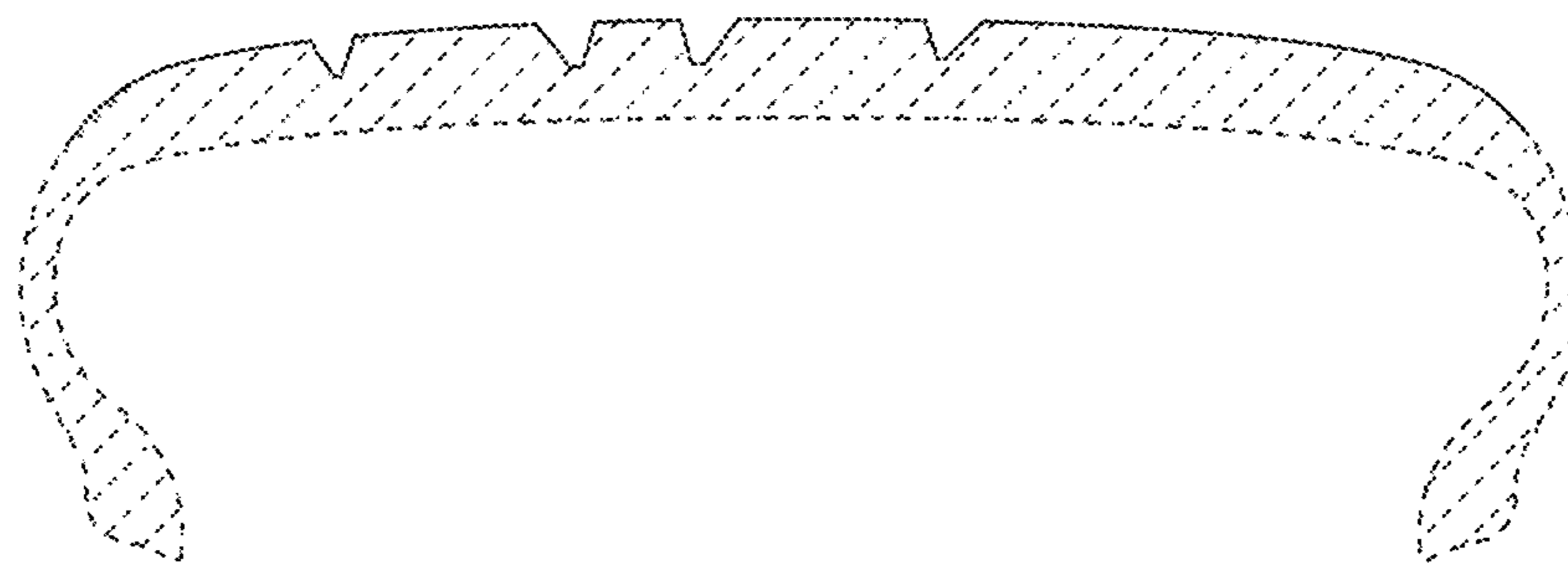
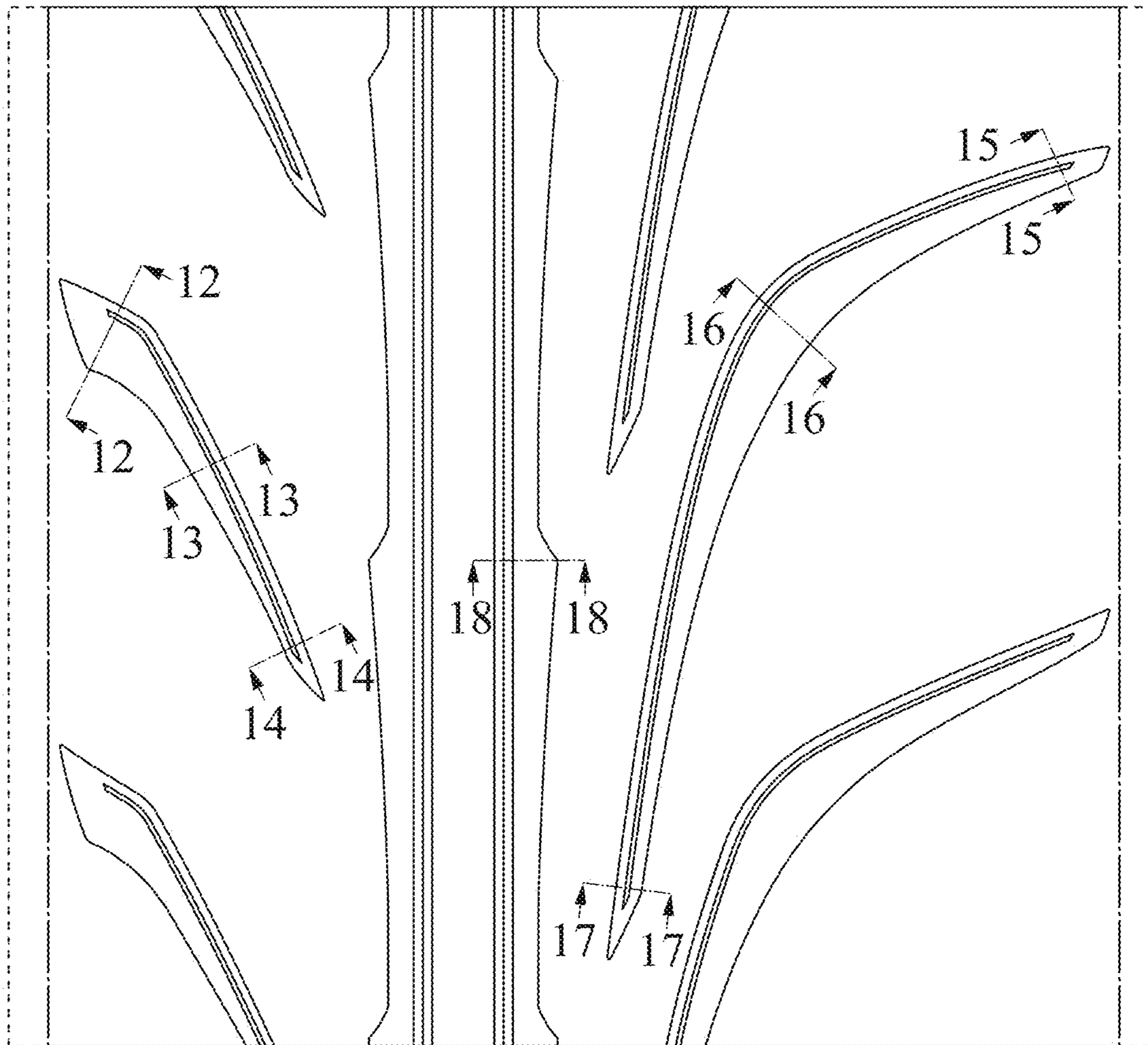
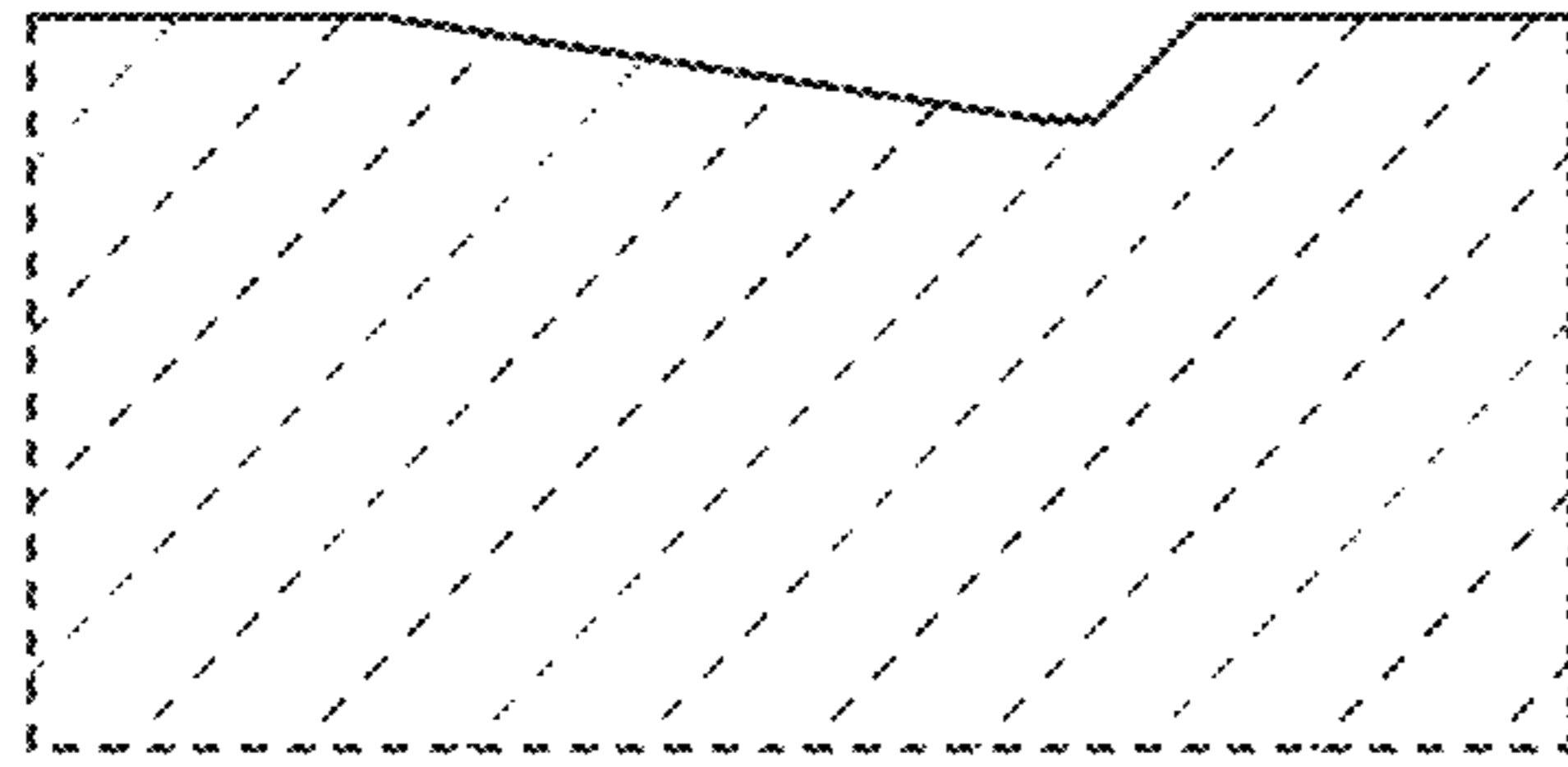


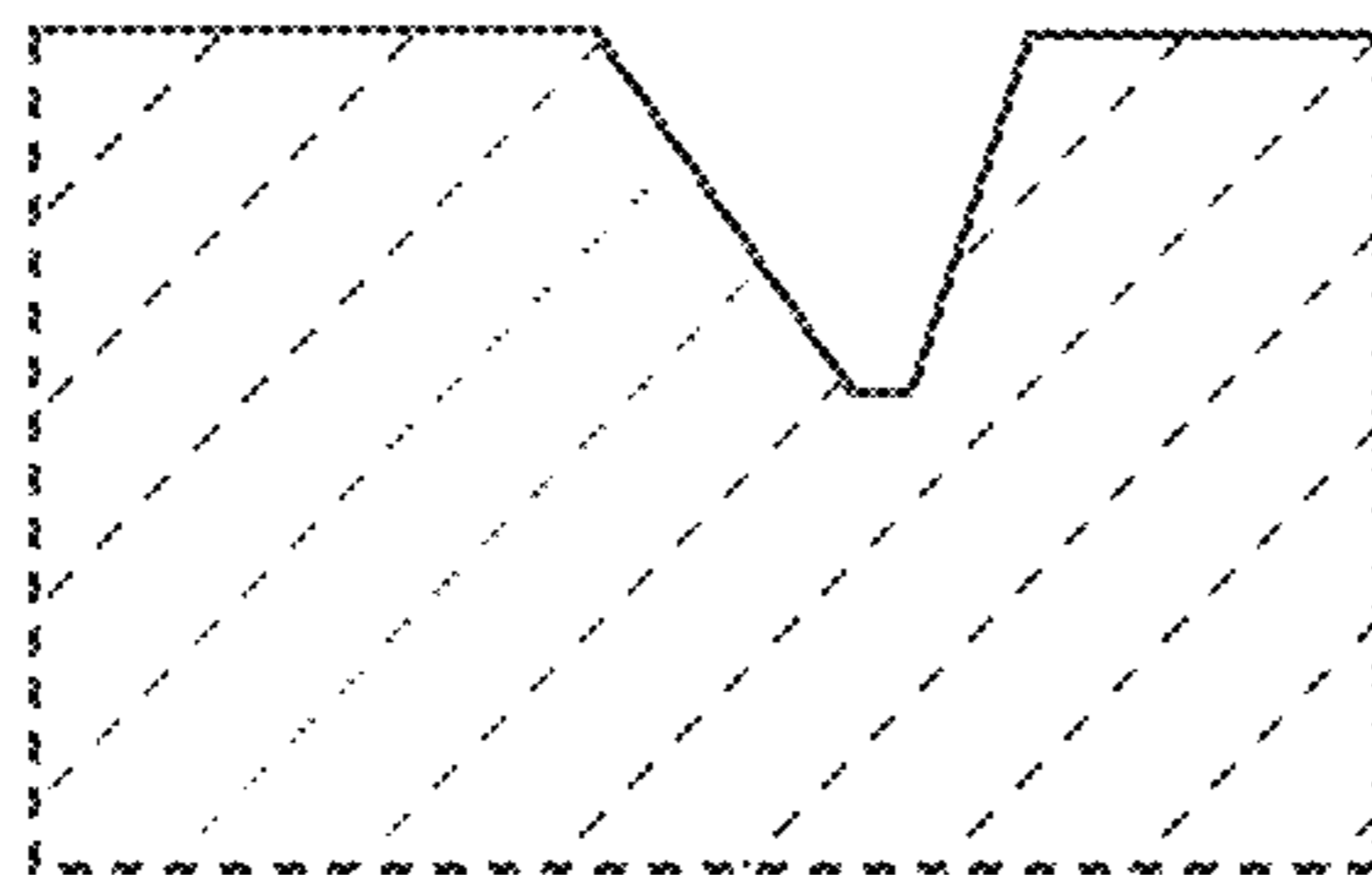
FIG. 11



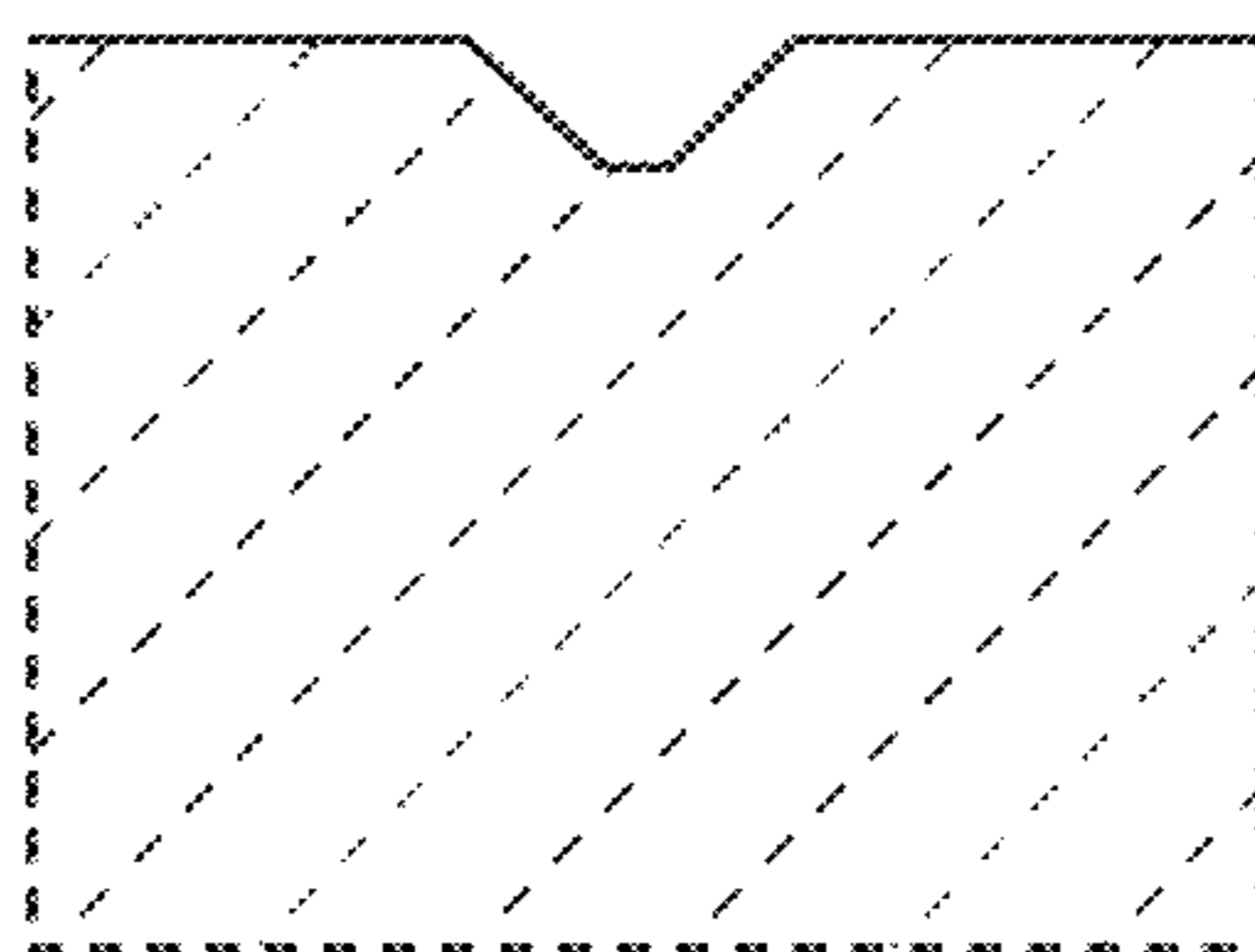
**FIG. 12**



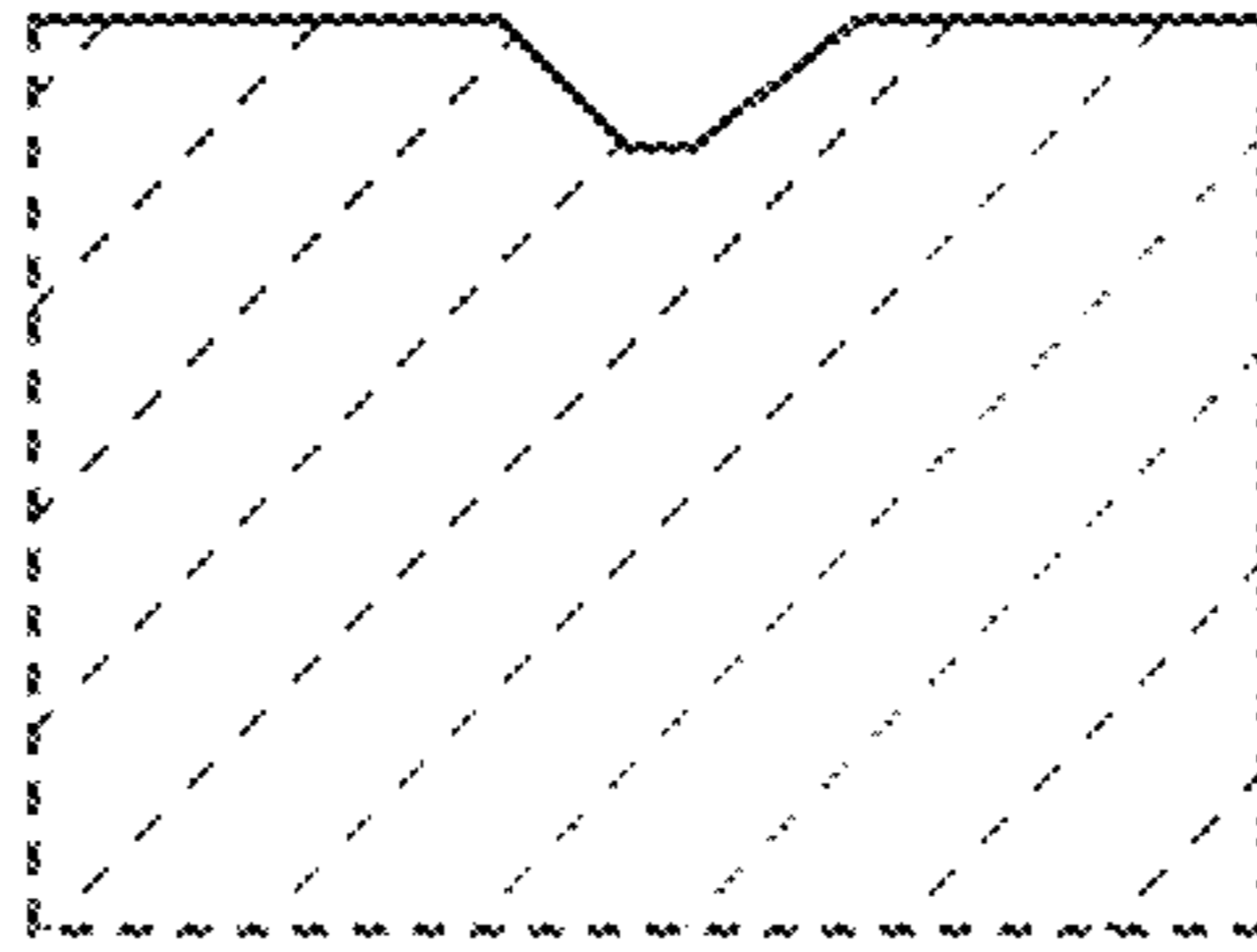
**FIG. 13**



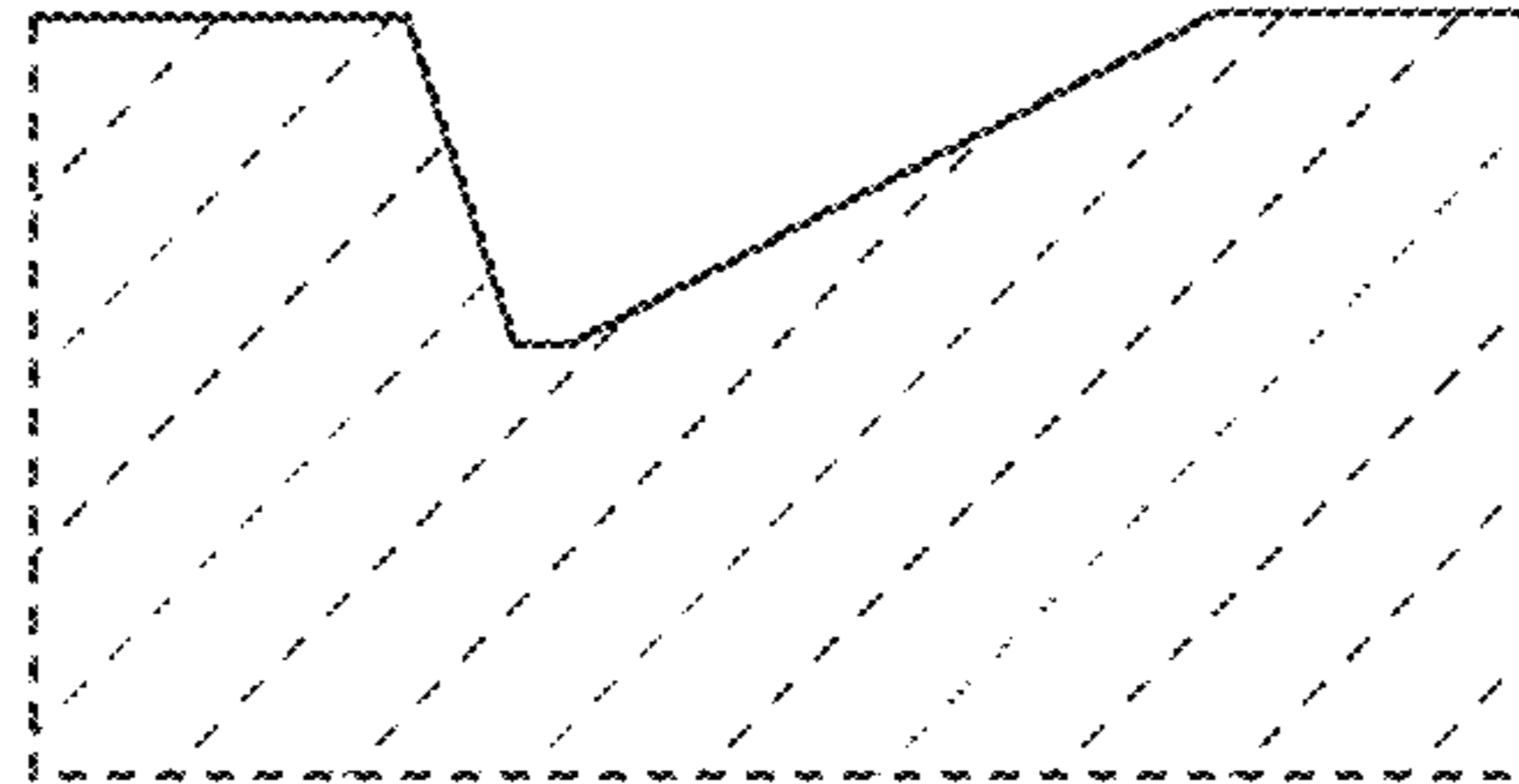
**FIG. 14**



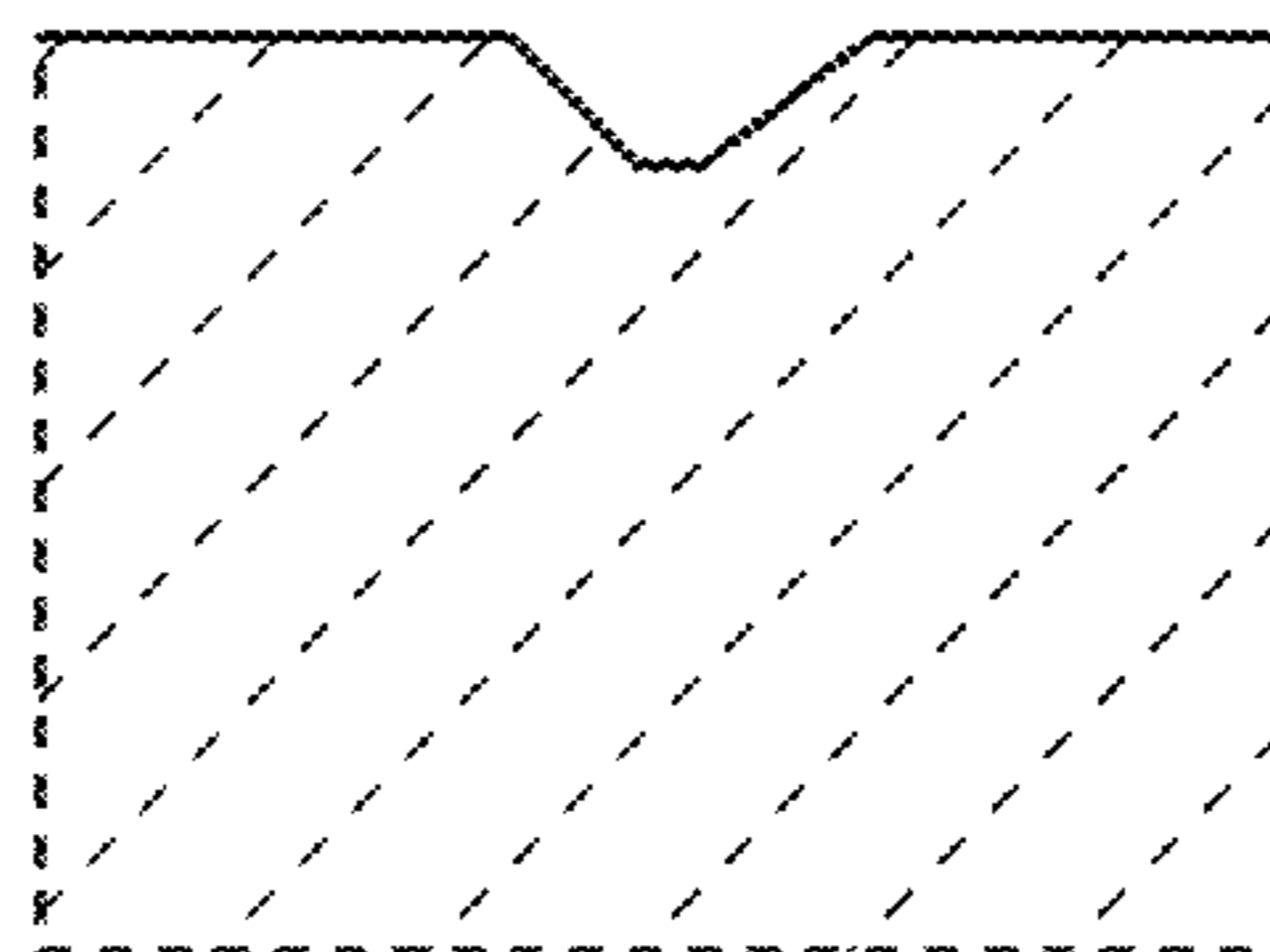
**FIG. 15**



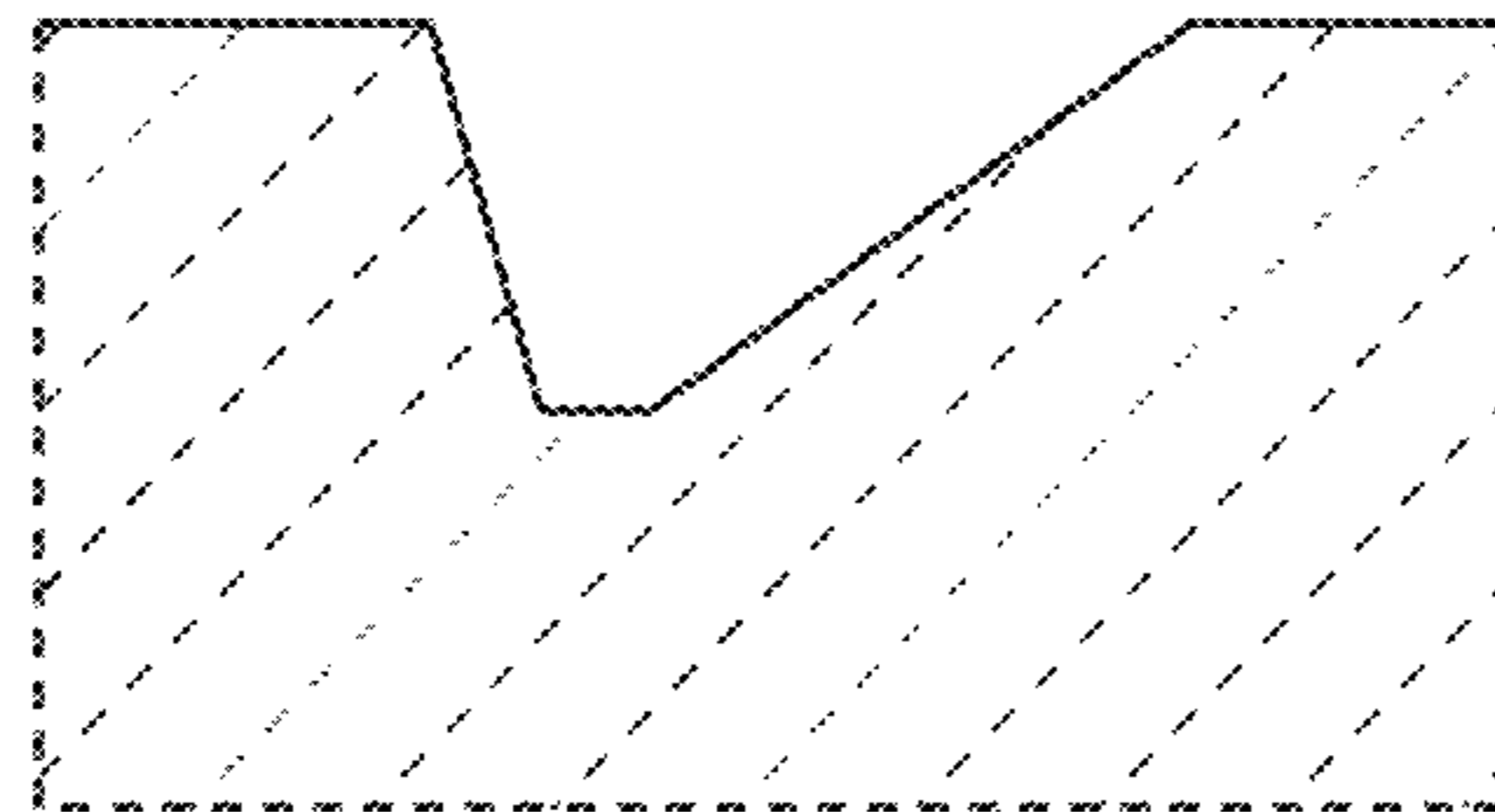
**FIG. 16**



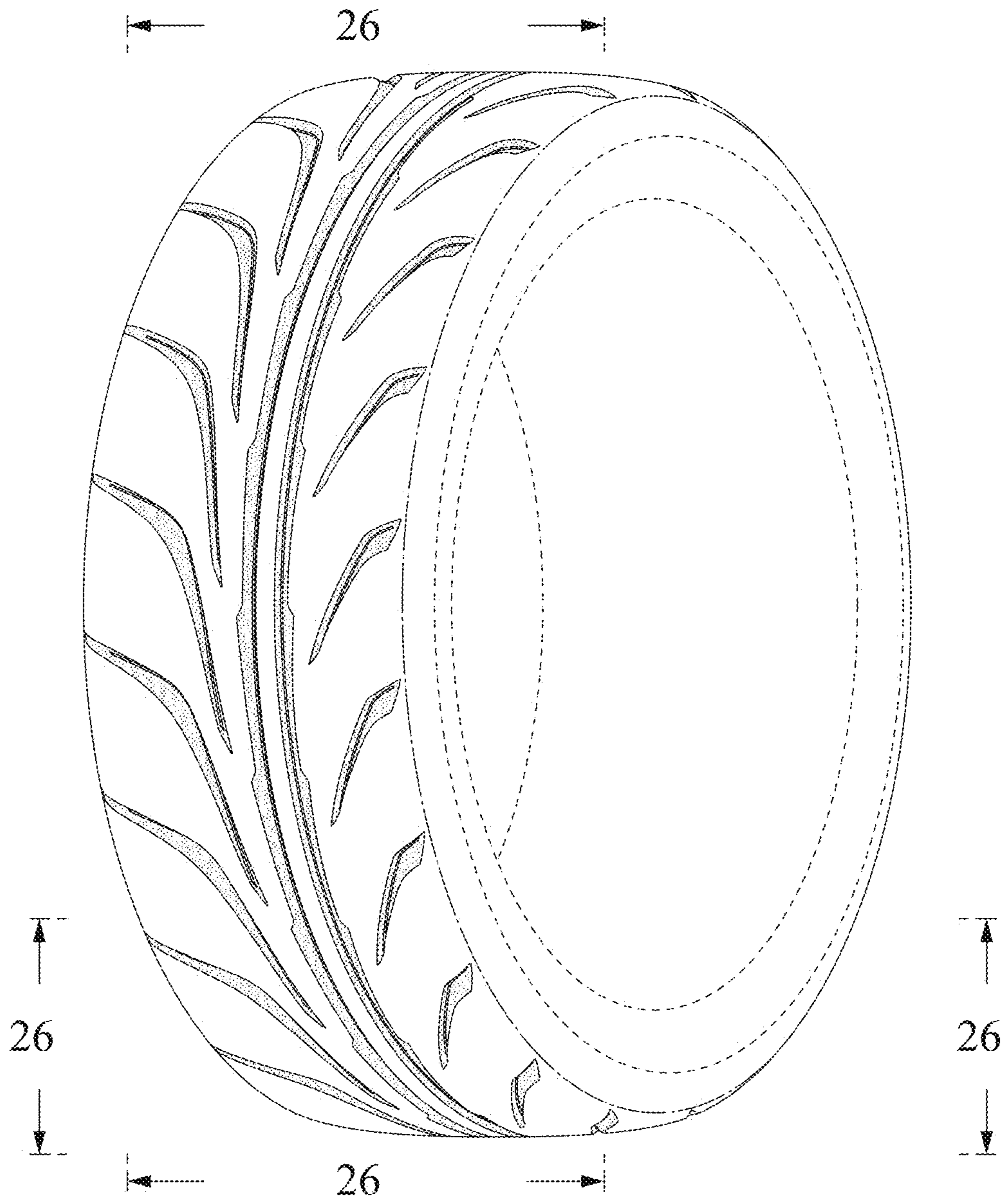
**FIG. 17**



**FIG. 18**

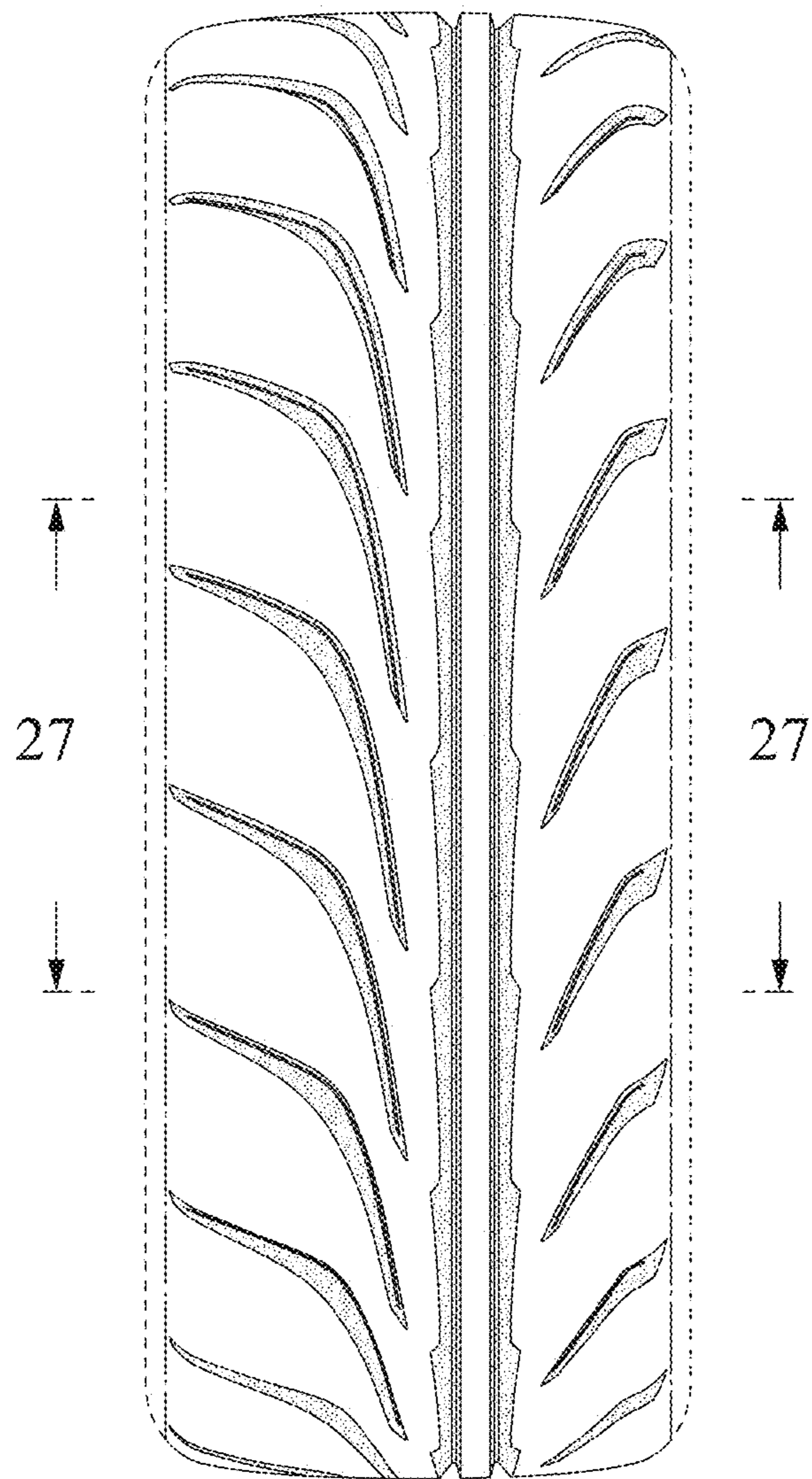


**FIG. 19**

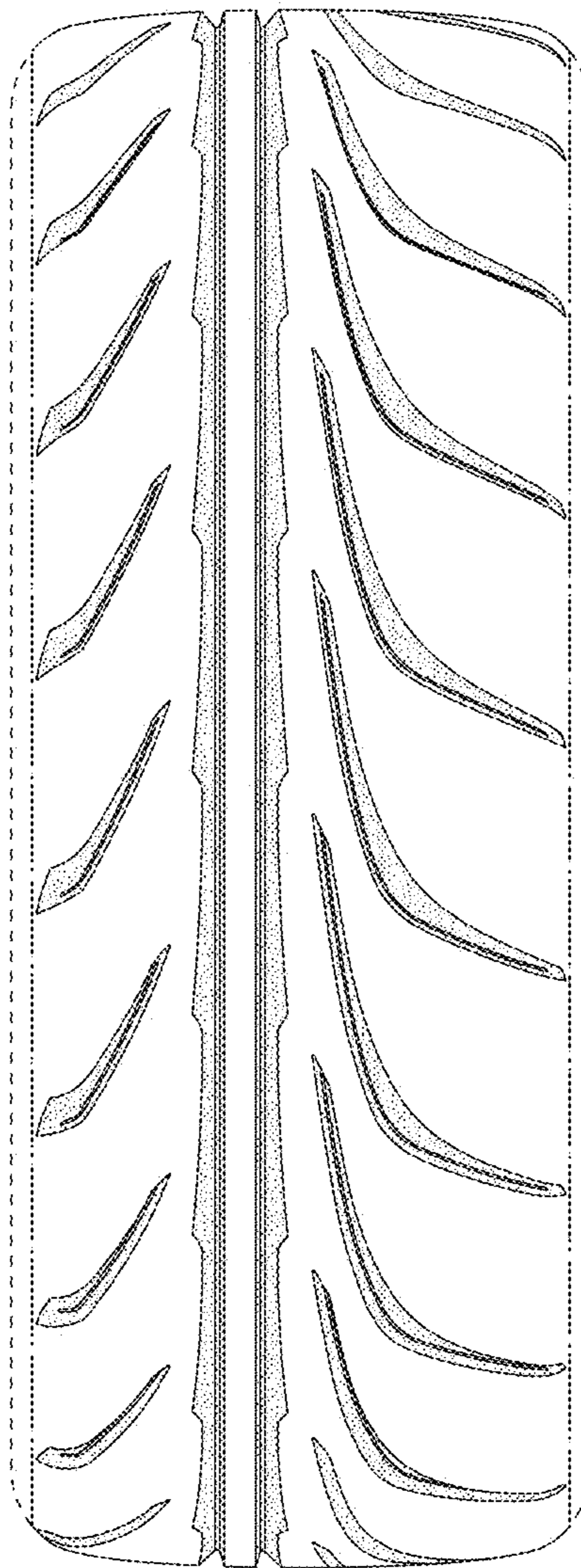




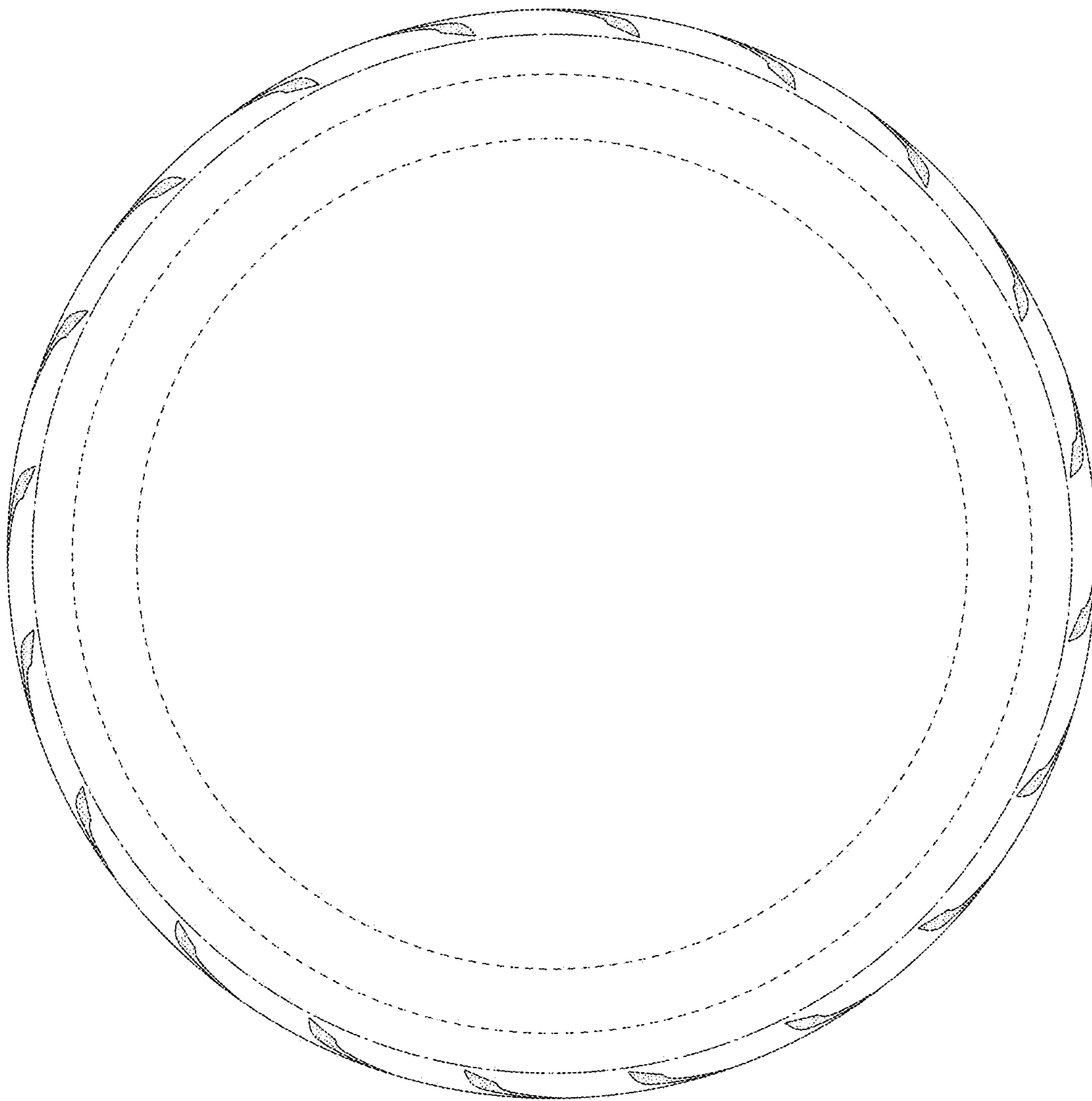
**FIG. 20**



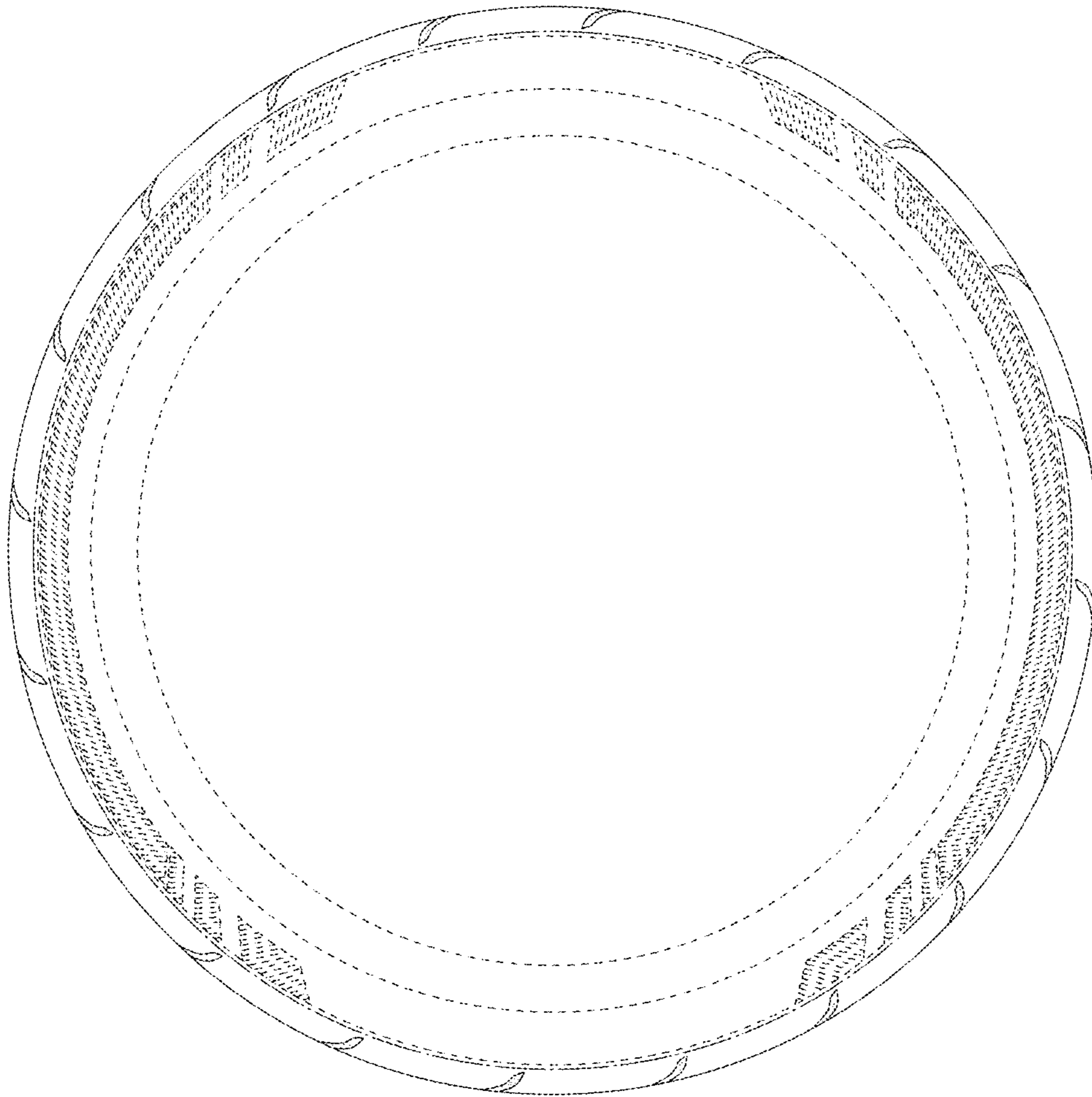
**FIG. 21**



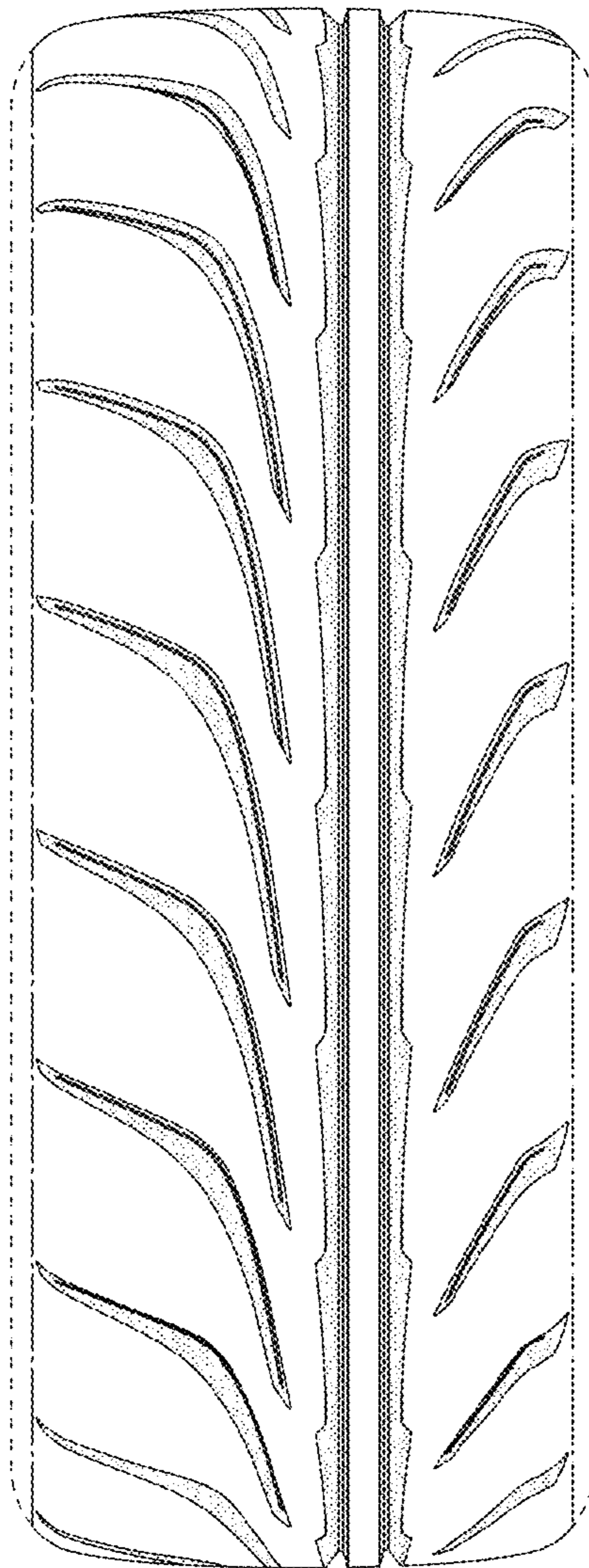
**FIG. 22**



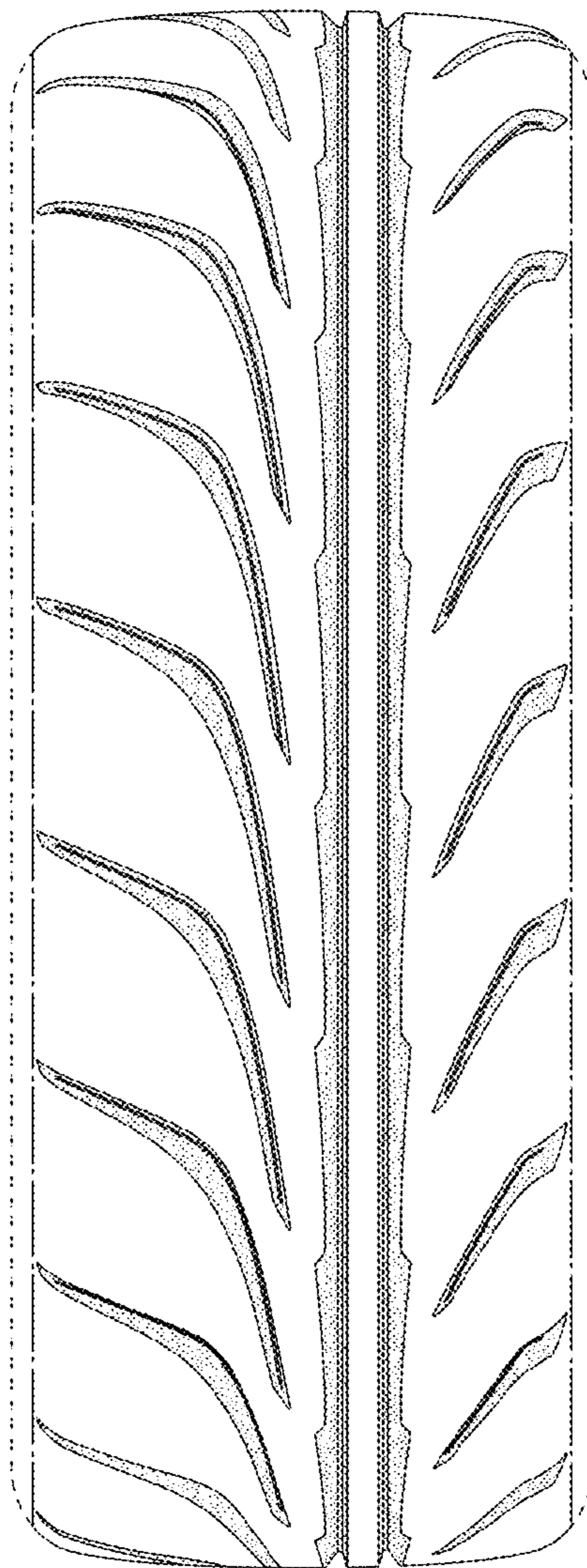
**FIG. 23**



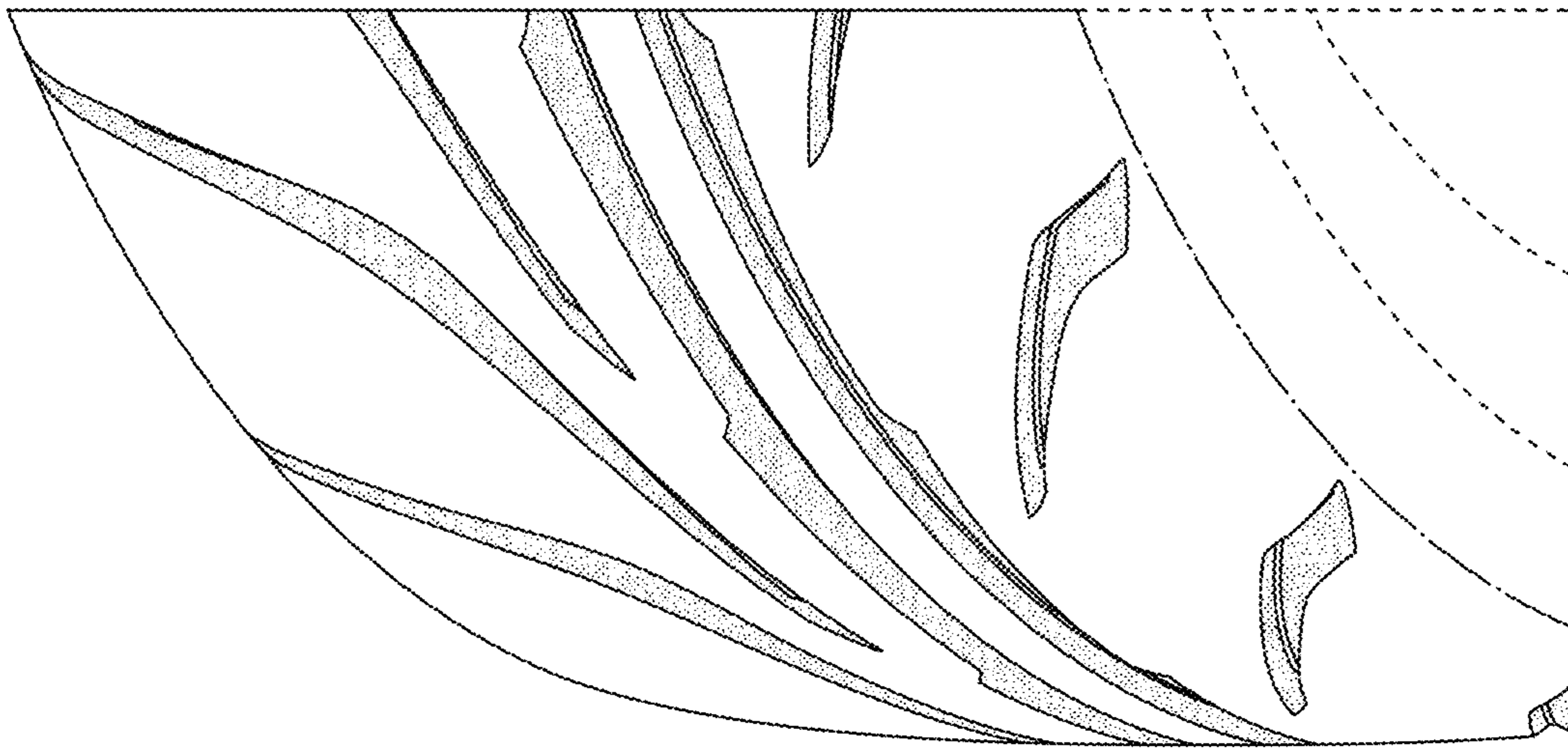
**FIG. 24**



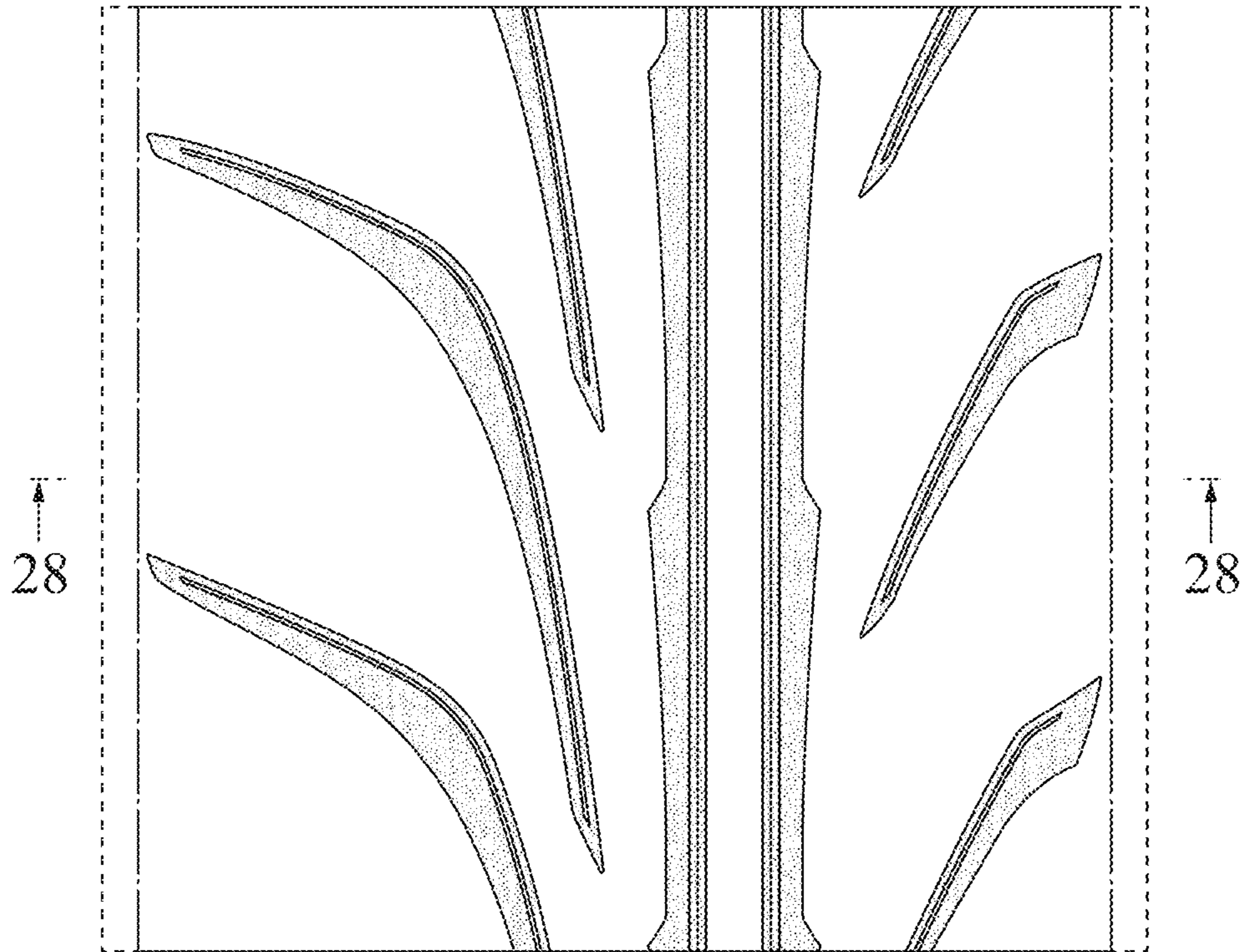
**FIG. 25**



**FIG. 26**



**FIG. 27**



**FIG. 28**

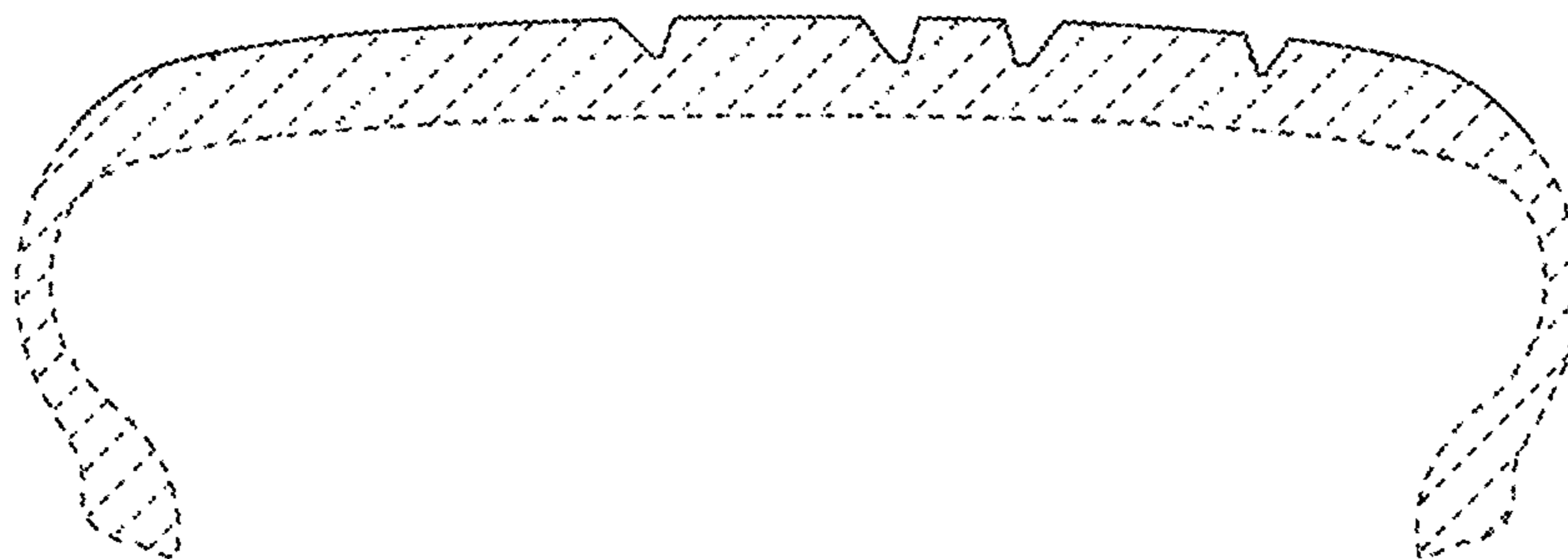
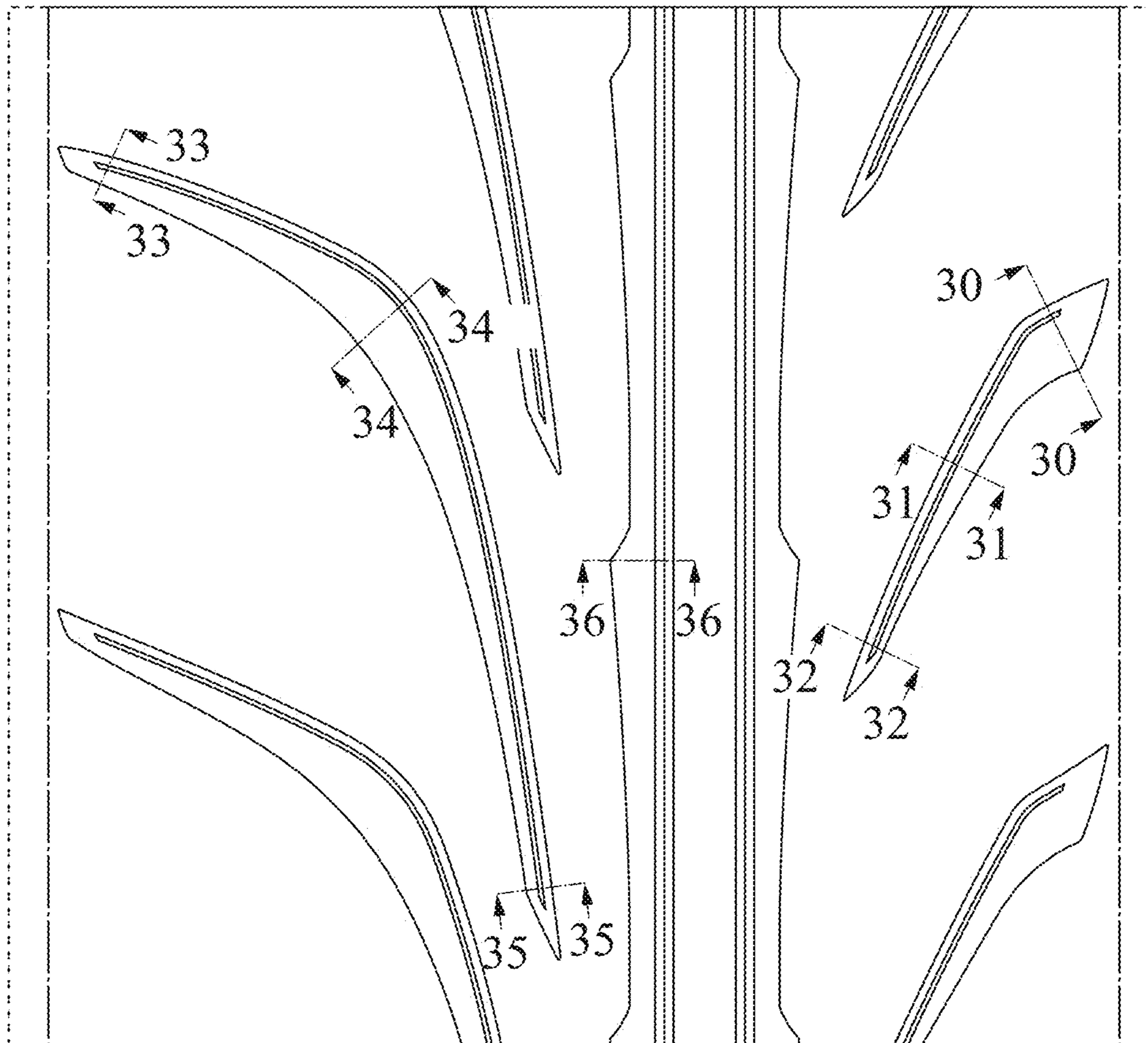
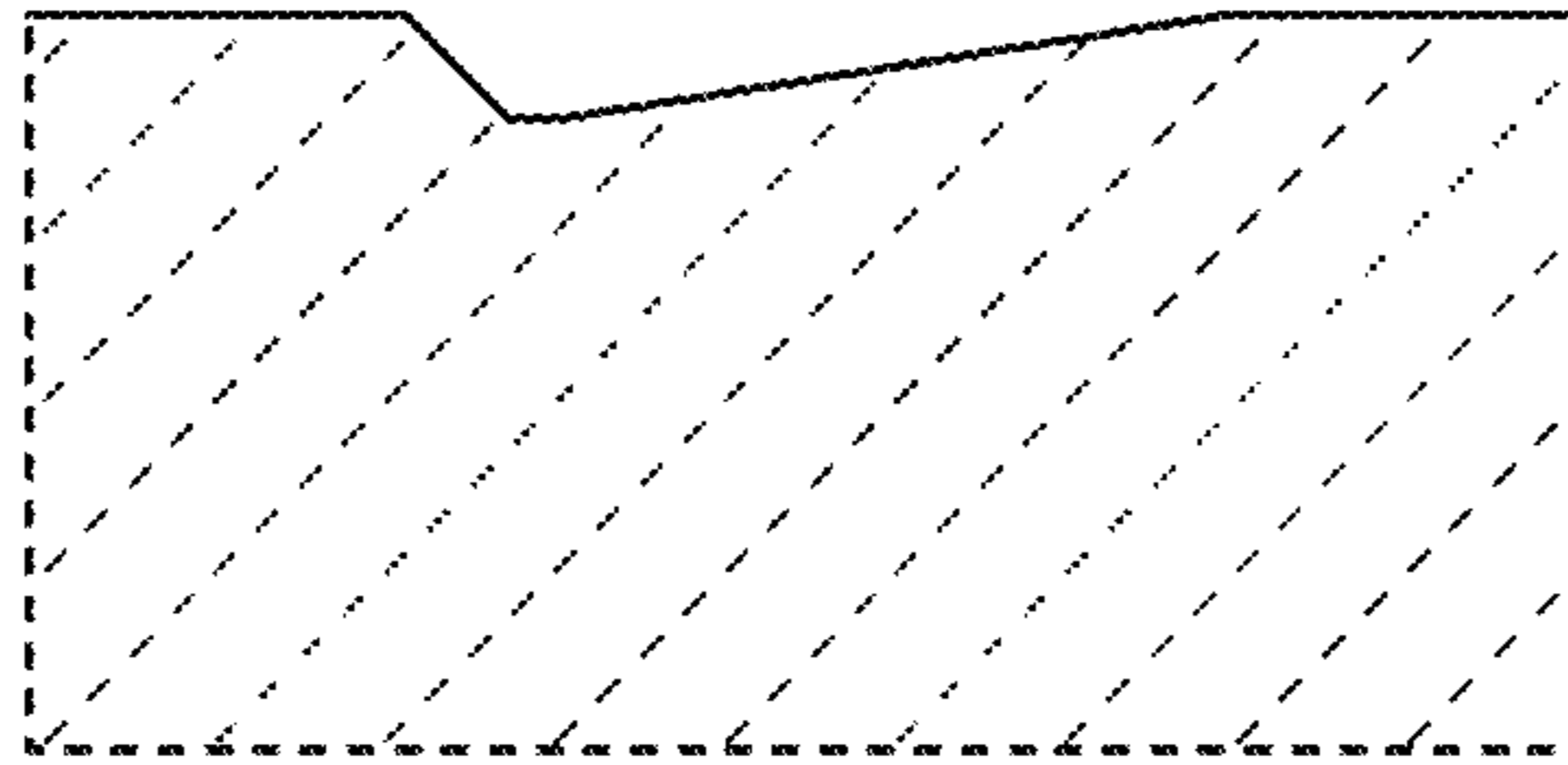




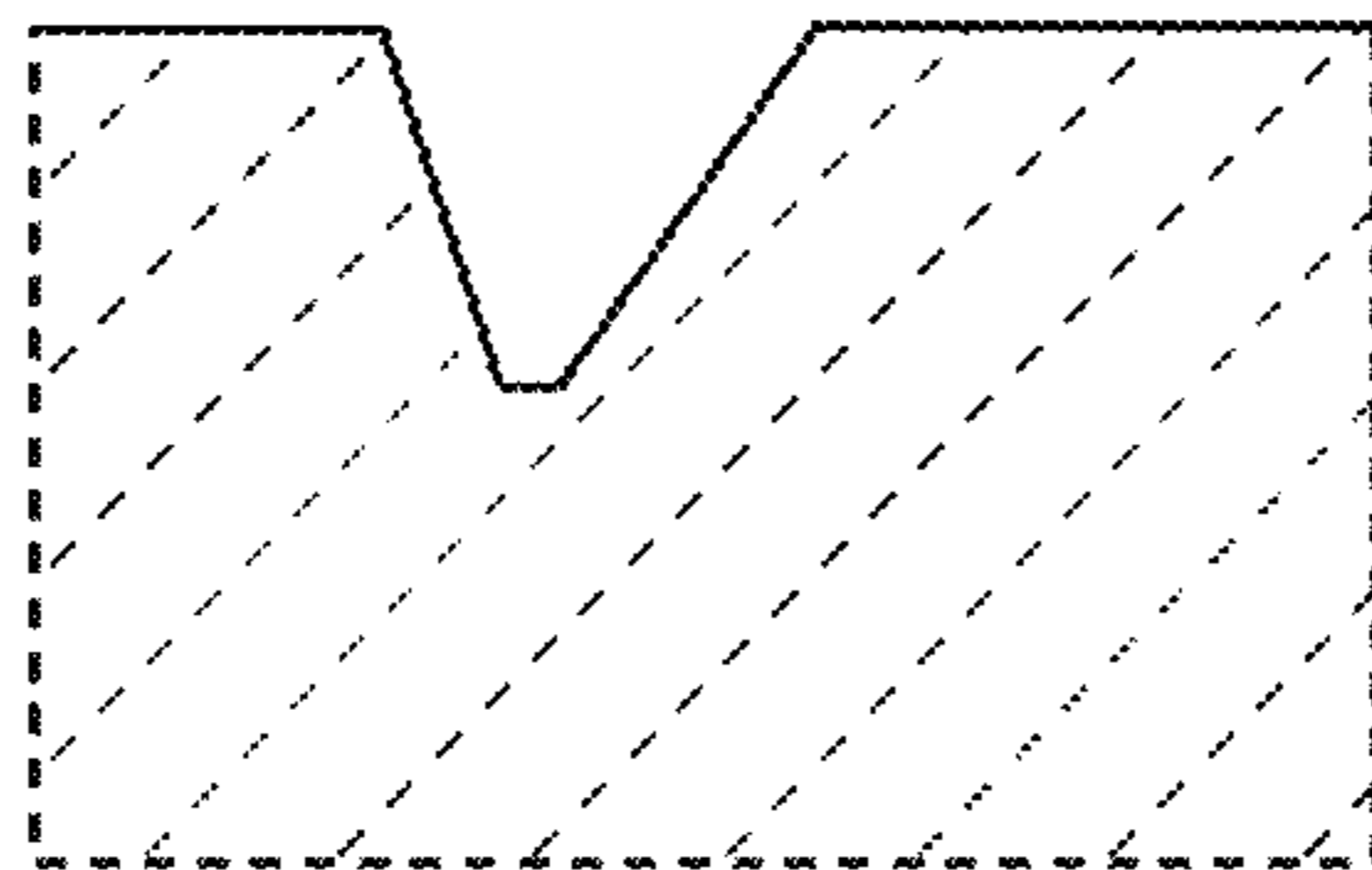
FIG. 29



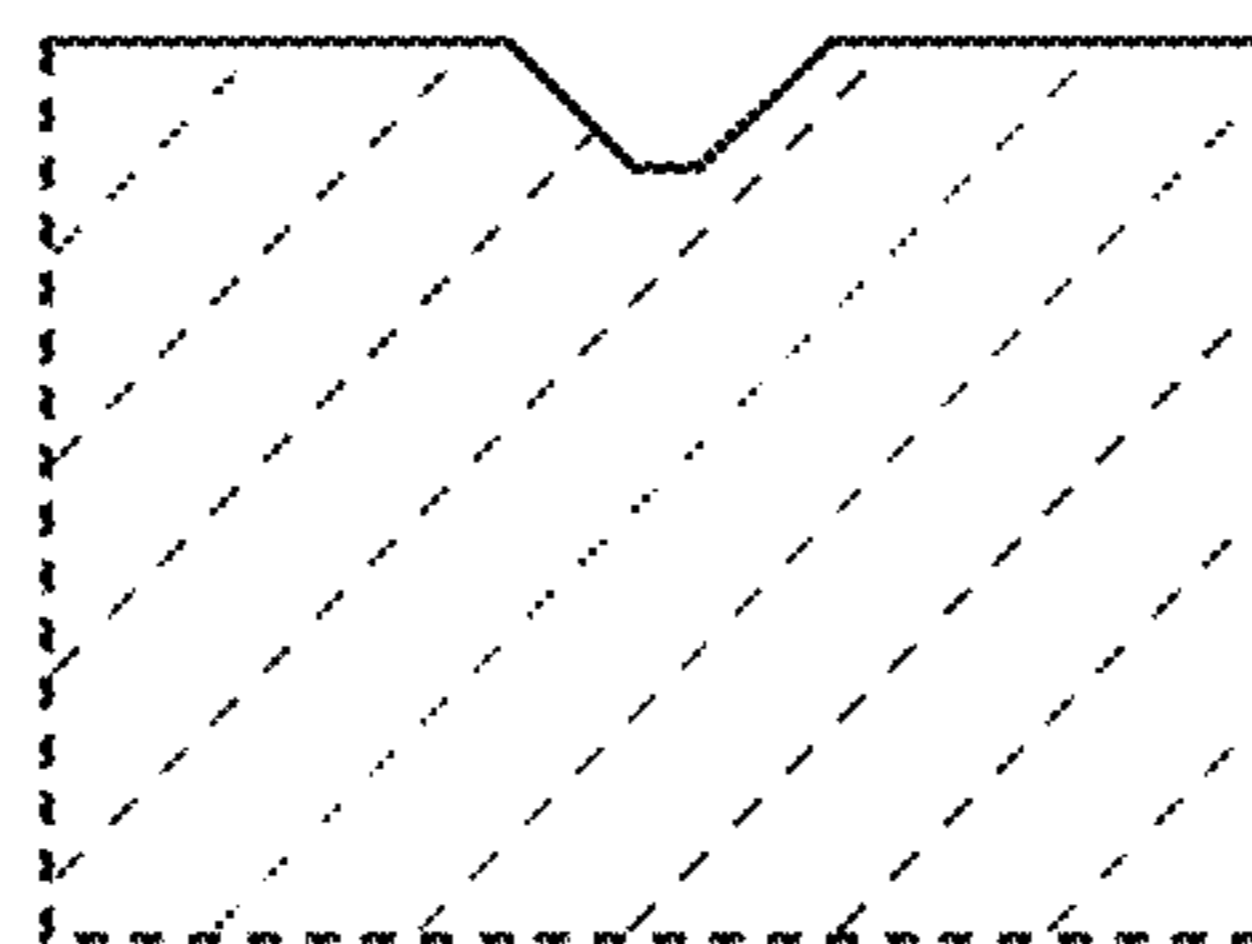
**FIG. 30**



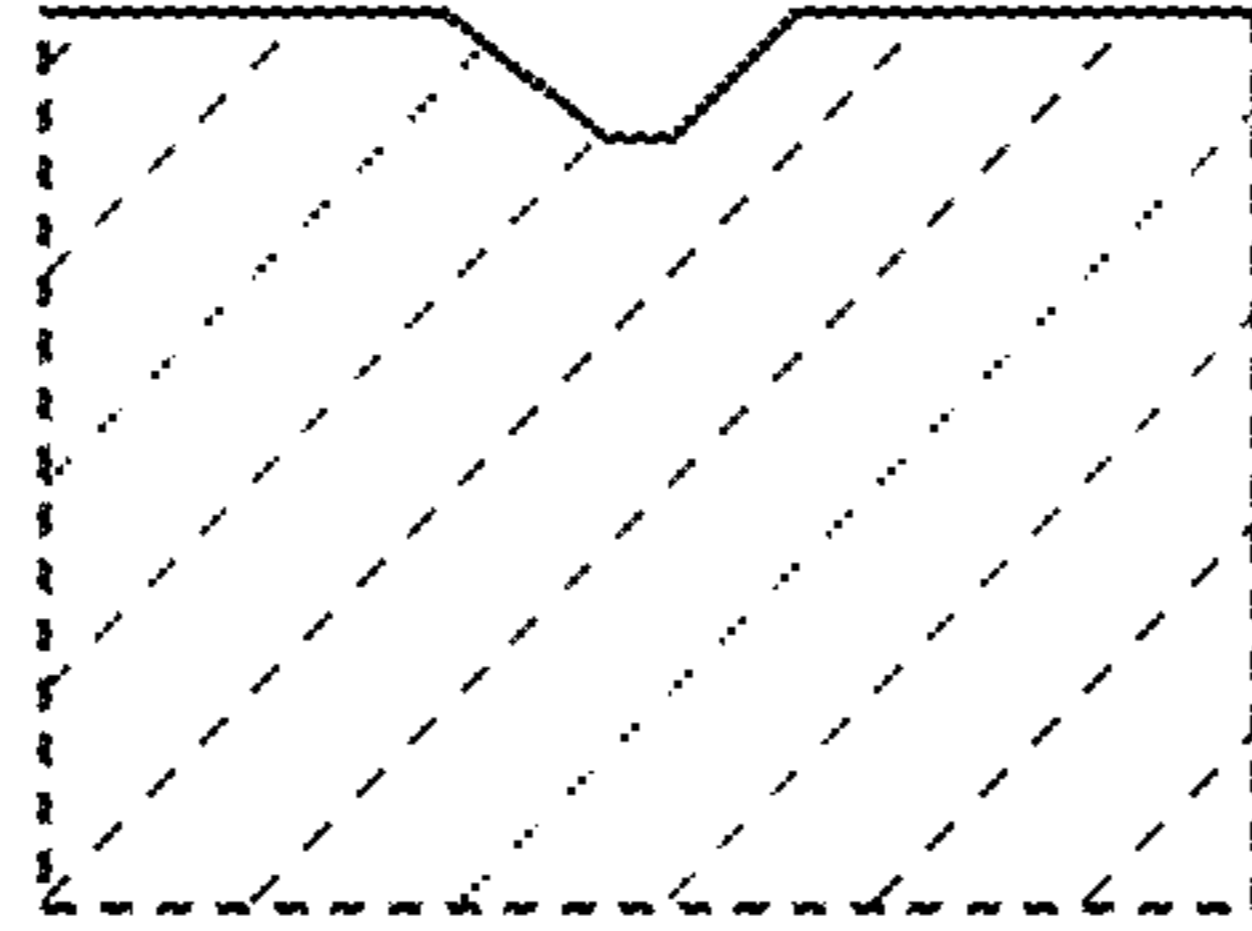
**FIG. 31**



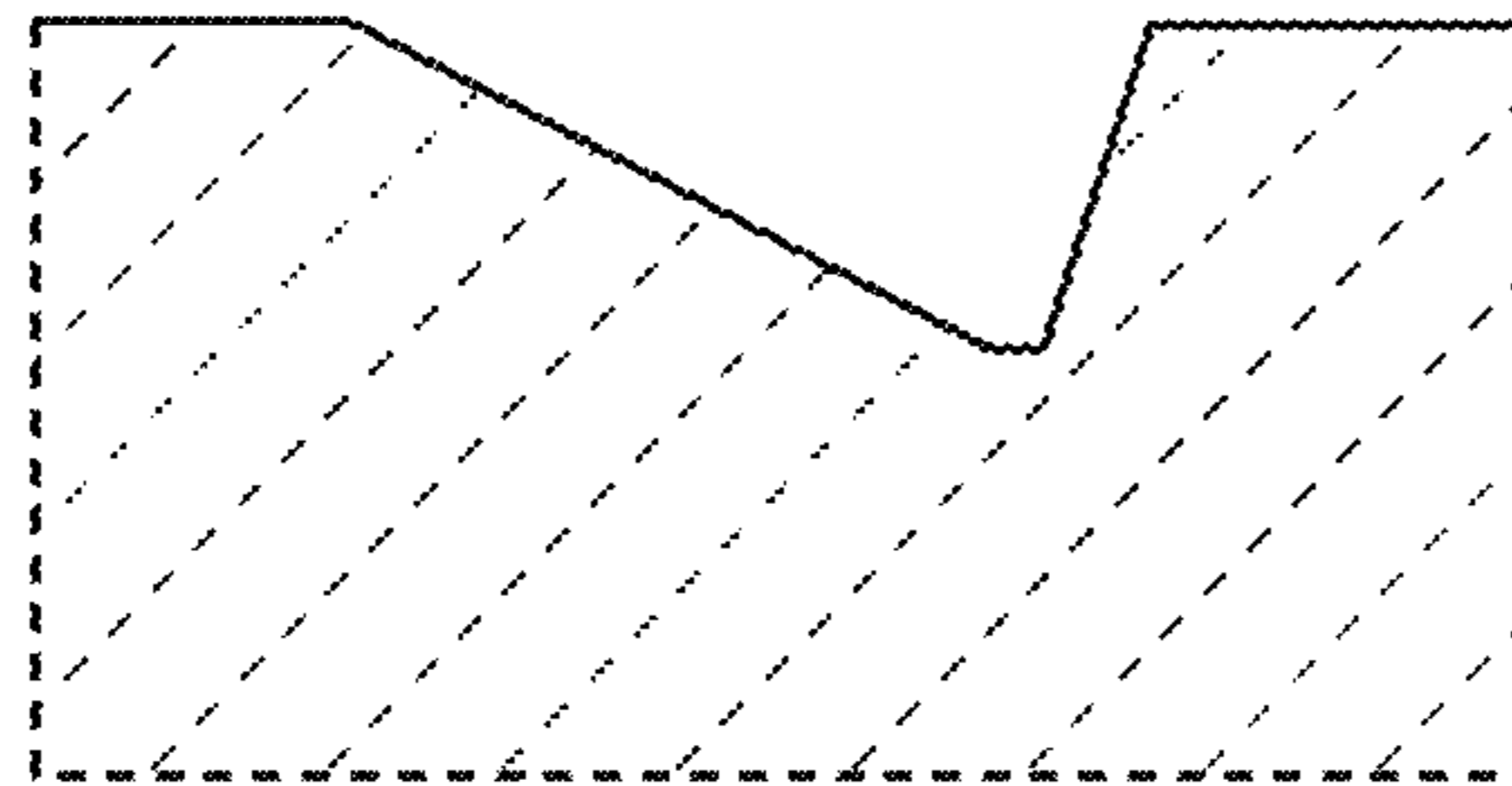
**FIG. 32**



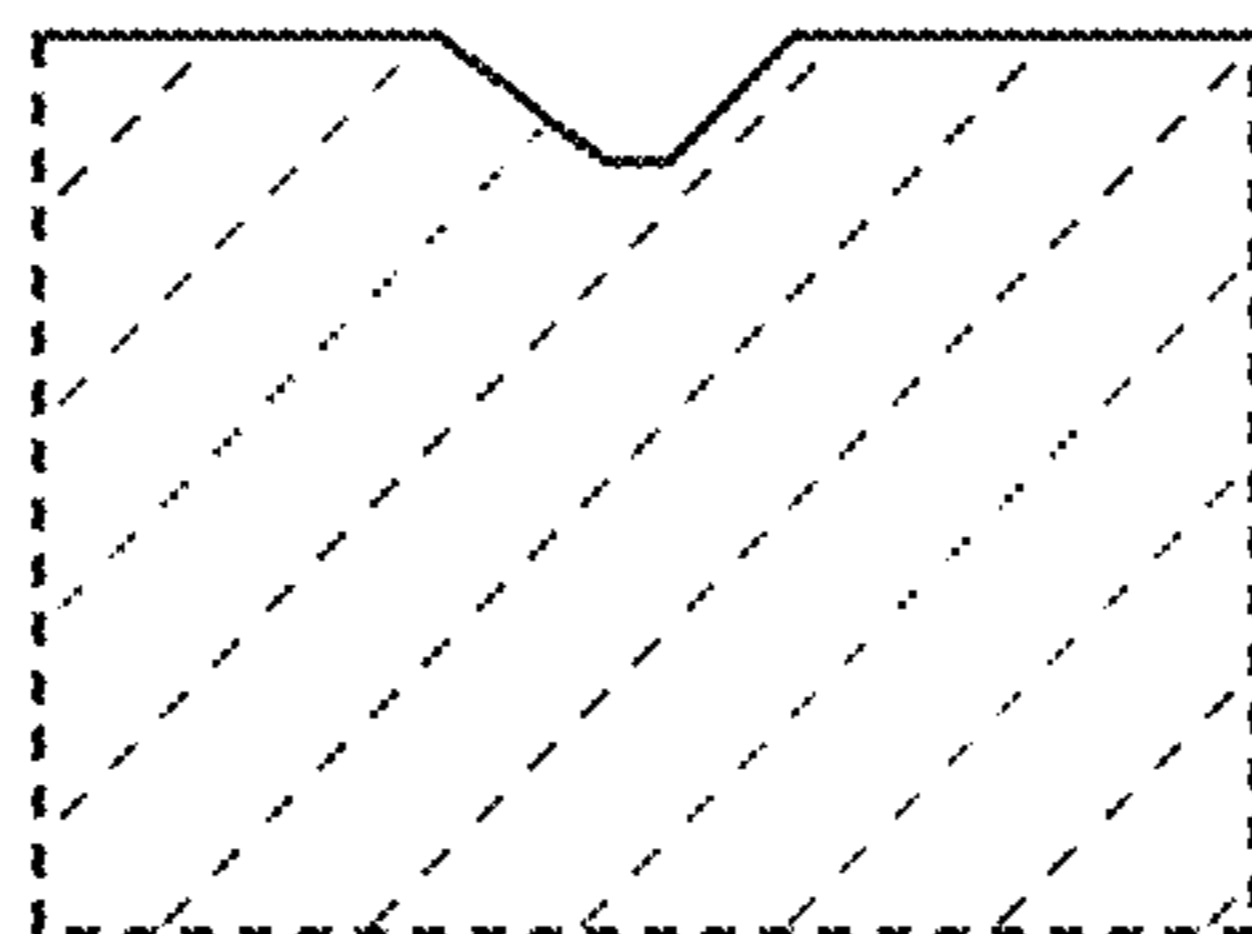
**FIG. 33**



**FIG. 34**



**FIG. 35**



**FIG. 36**

