



US00D901373S

(12) **United States Design Patent** (10) **Patent No.:** **US D901,373 S**
Yamamoto (45) **Date of Patent:** **** Nov. 10, 2020**

(54) **AUTOMOBILE TIRE**

D758,290 S * 6/2016 Kitajima D12/583
D767,478 S * 9/2016 Fujioka D12/583
D874,389 S * 2/2020 Wang D12/583

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* cited by examiner

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(74) *Attorney, Agent, or Firm* — Kenja IP Law PC

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

(57) **CLAIM**

I claim the ornamental design for an automobile tire, as shown and described.

(21) Appl. No.: **29/694,767**

DESCRIPTION

(22) Filed: **Jun. 13, 2019**

(30) **Foreign Application Priority Data**

Dec. 13, 2018 (JP) 2018-027141

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

(52) **U.S. Cl.**
USPC **D12/583**

(58) **Field of Classification Search**

USPC D12/572, 582, 583, 584, 585, 590, 596,
D12/597, 602, 603

CPC B60C 11/0302; B60C 11/0306; B60C
2011/0313; B60C 2011/0344; B60C
2011/0346

See application file for complete search history.

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

FIG. 2 is a front view thereof;

FIG. 3 is a rear view thereof;

FIG. 4 is a left side view thereof;

FIG. 5 is a right side view thereof;

FIG. 6 is a fragmentary enlarged front view surrounded by line A-A and line B-B in FIG.2 thereof;

FIG. 7 is a section view taken along line C-C in FIG.6 thereof; and,

FIG. 8 is a reference view.

In FIG. 8, the solid contrast is for the purpose of highlighting the grooves. The black contrast is for the purpose of highlighting the deepest grooves, and the gray contrast is for the purpose of highlighting the less deep grooves.

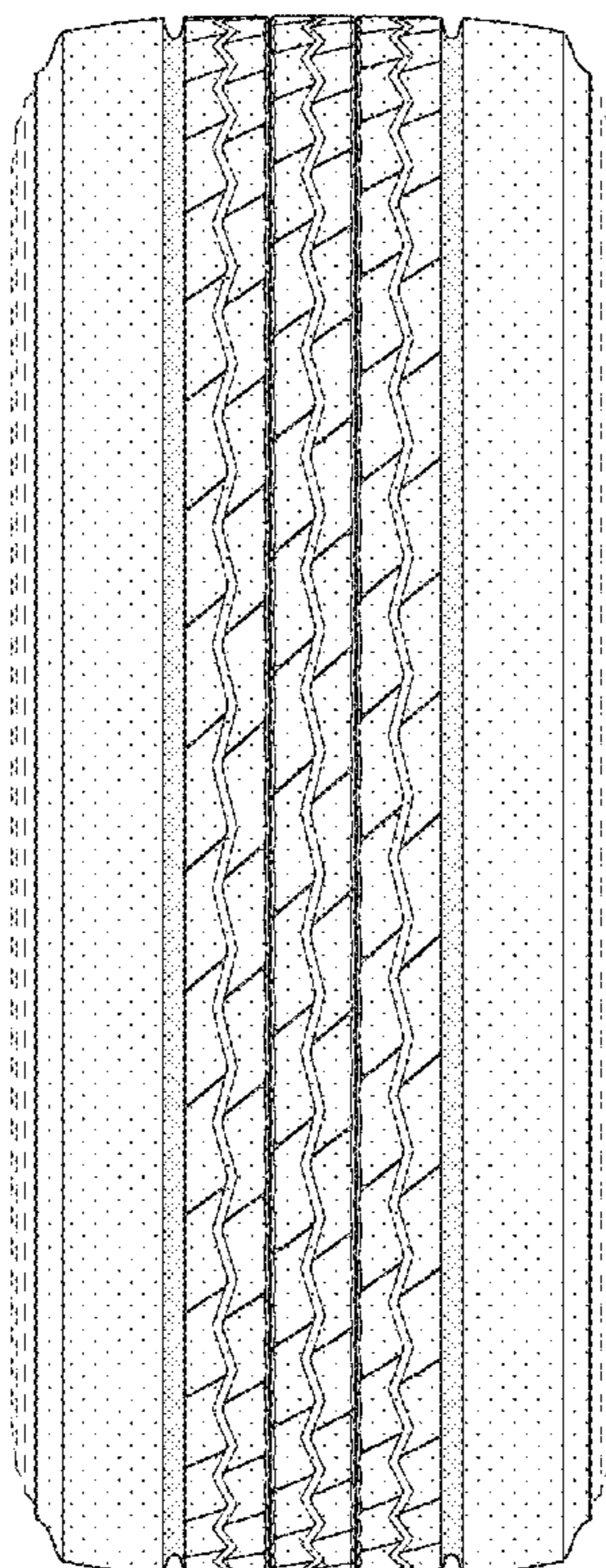
The broken lines are for the purpose of showing environmental structure only and form no part of the claimed design.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D308,190 S * 5/1990 Fetty D12/602
D755,115 S * 5/2016 Cothran D12/583

1 Claim, 8 Drawing Sheets



F I G. 1

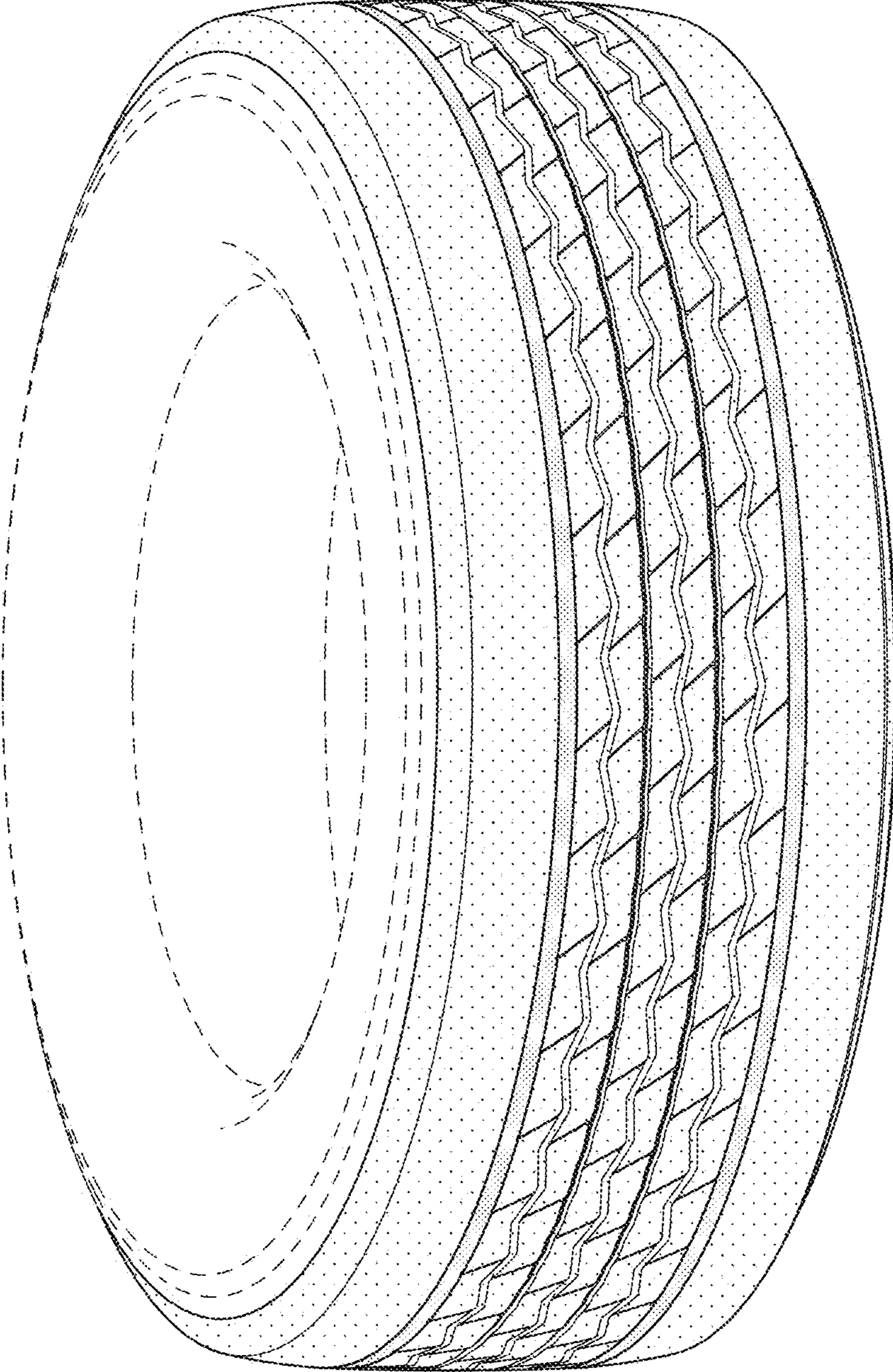


FIG. 2

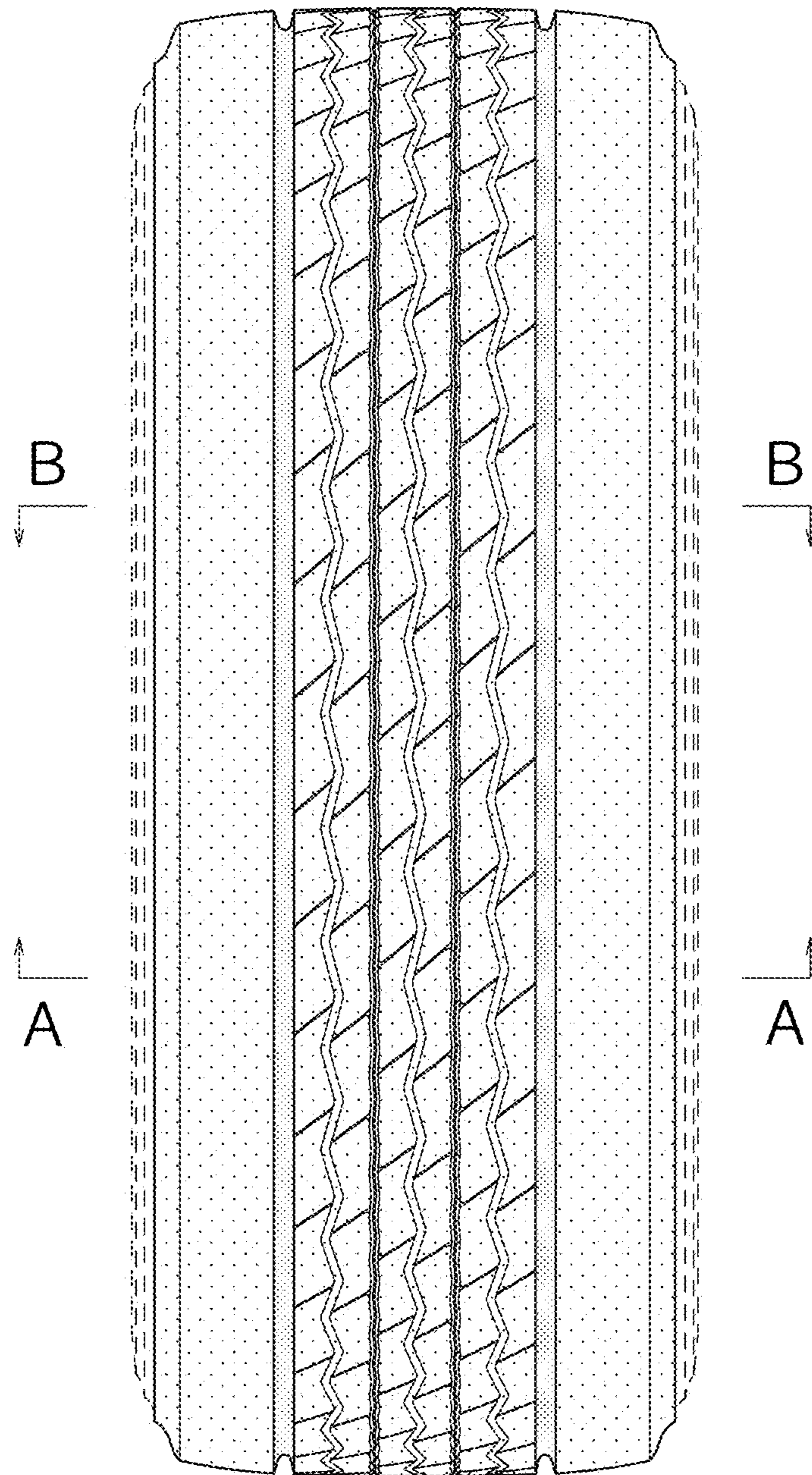


FIG. 3

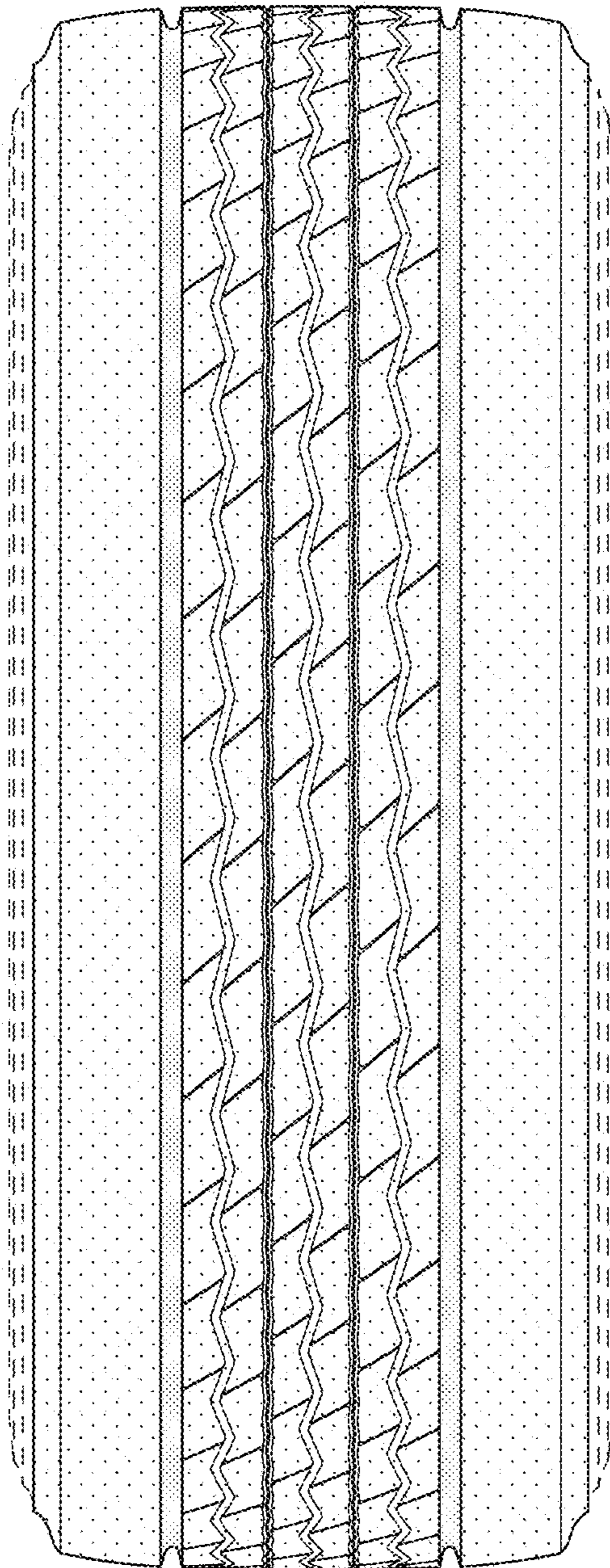


FIG. 4

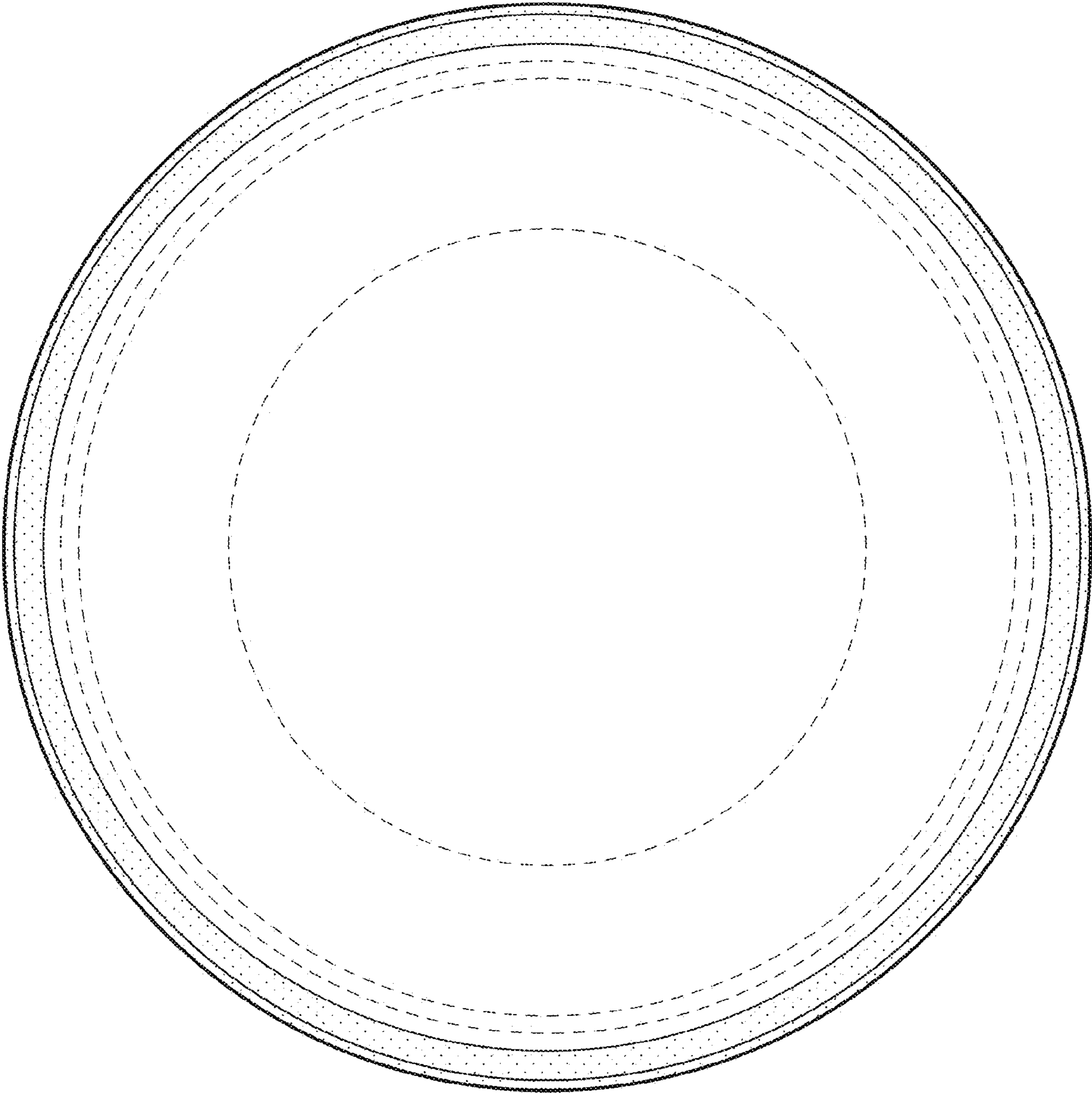


FIG. 5

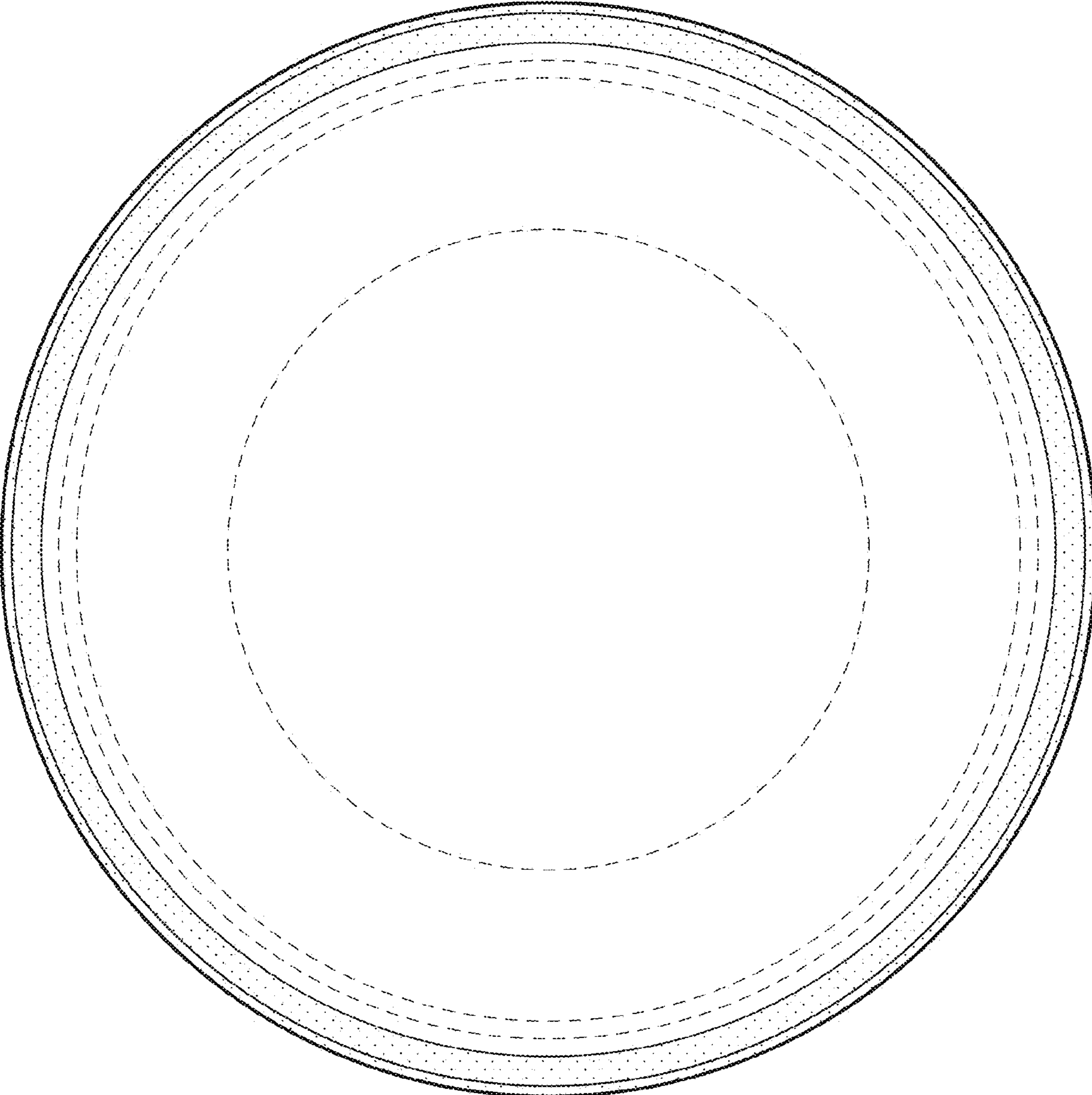


FIG. 6

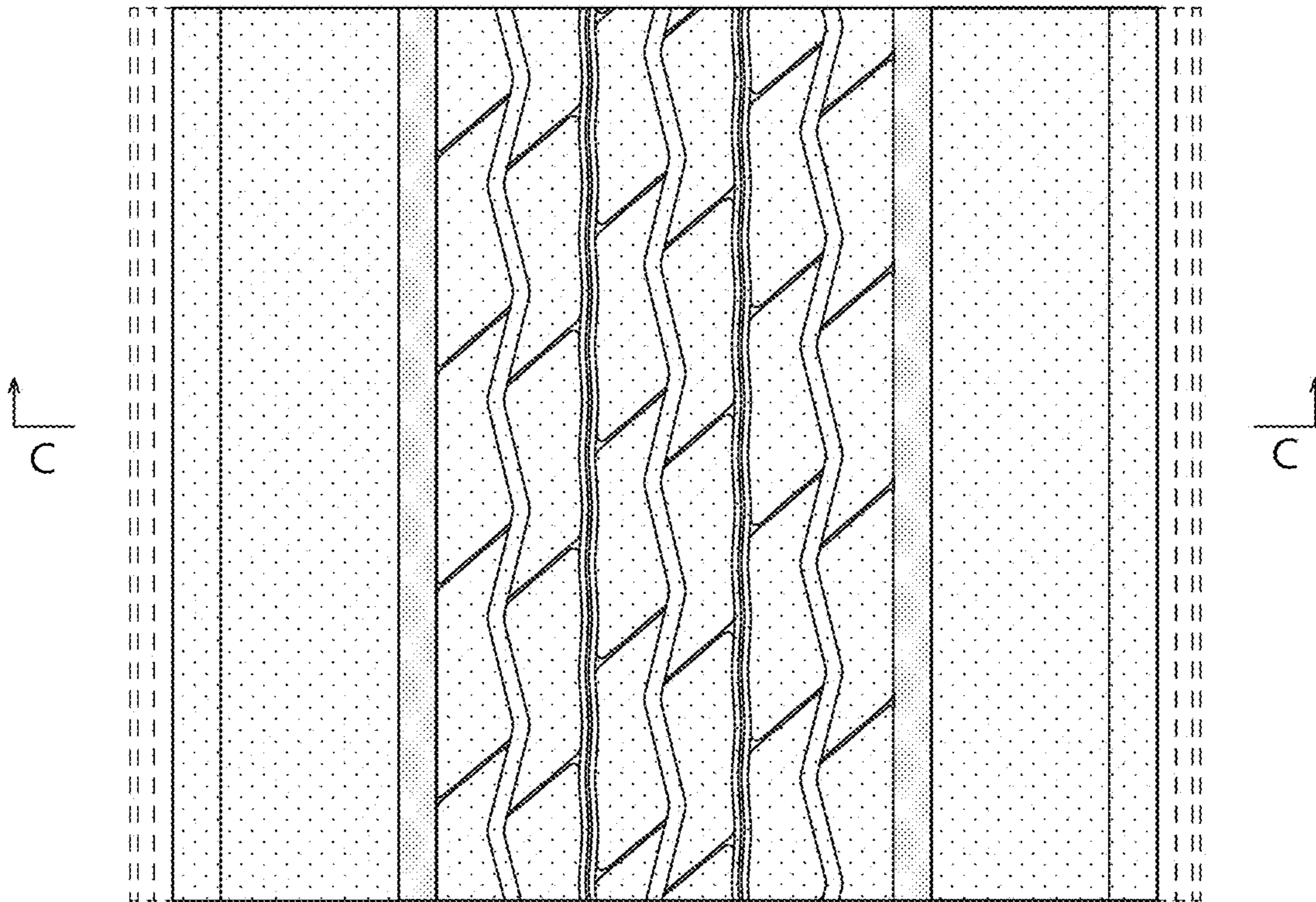


FIG. 7

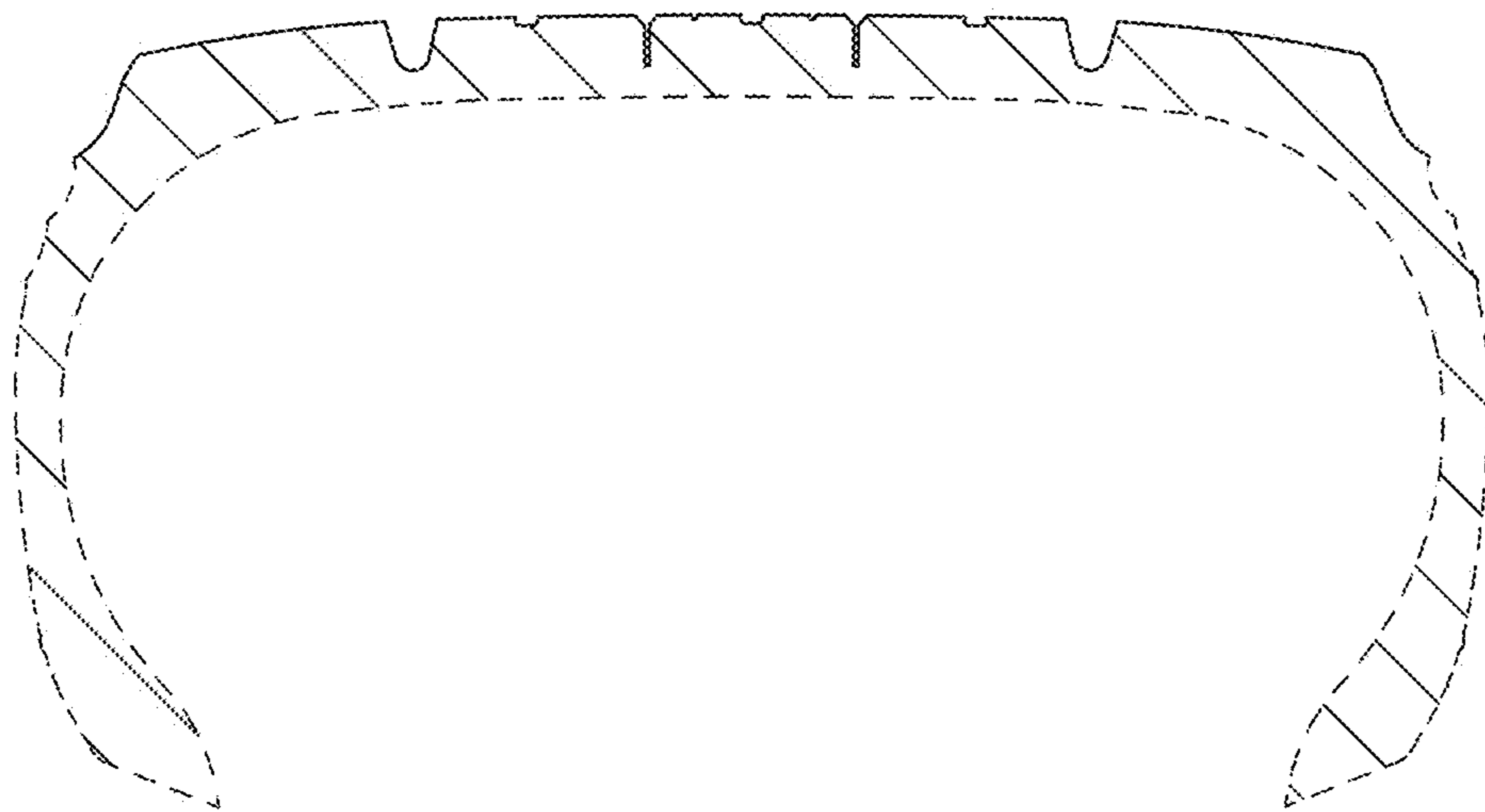


FIG. 8

