



US00D962851S

(12) **United States Design Patent**
Ogawa

(10) **Patent No.:** **US D962,851 S**

(45) **Date of Patent:** **** Sep. 6, 2022**

(54) **TREAD PORTION OF AN AUTOMOBILE
TIRE**

D901,373 S * 11/2020 Yamamoto D12/583
D935,384 S * 11/2021 Mayni D12/583
2012/0216931 A1 * 8/2012 Shiono B60C 11/12
152/209.18

(71) Applicant: **BRIDGESTONE CORPORATION,**
Tokyo (JP)

* cited by examiner

(72) Inventor: **Hidenori Ogawa,** Tokyo (JP)

Primary Examiner — John A Voytek

(73) Assignee: **BRIDGESTONE CORPORATION,**
Tokyo (JP)

(74) *Attorney, Agent, or Firm* — Sughrue Mion, PLLC

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

(57) **CLAIM**

(21) Appl. No.: **29/749,140**

The ornamental design for a tread portion of an automobile tire, as shown and described.

(22) Filed: **Sep. 3, 2020**

(30) **Foreign Application Priority Data**

Mar. 9, 2020 (JP) 2020-004641 D

(51) **LOC (13) Cl.** **12-15**

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

(58) **Field of Classification Search**

USPC D12/568–605, 900

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.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D646,215	S	*	10/2011	De Staercke	.....	D12/583
D727,840	S	*	4/2015	Rolland	.....	D12/583
D728,458	S	*	5/2015	Otani	.....	D12/583
D729,152	S	*	5/2015	Rolland	.....	D12/583
D729,153	S	*	5/2015	Rolland	.....	D12/583
D761,725	S	*	7/2016	Dixon	.....	D12/600
D769,797	S	*	10/2016	Fujioka	.....	D12/583
D773,384	S	*	12/2016	Nakahara	.....	D12/583
D791,688	S	*	7/2017	Trowbridge	.....	D12/548
D892,721	S	*	8/2020	Schultz	.....	D12/602

DESCRIPTION

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

FIG. 2 is a front view thereof.

FIG. 3 is a right side view thereof;

FIG. 4 is a left side view thereof;

FIG. 5 is a rear view thereof;

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

FIG. 7 is an end face view taken along line 7-7 in FIG. 6 thereof;

FIG. 8 is an end face view taken along line 8-8 in FIG. 6; and,

FIG. 9 is view of the fragmentary enlarged front view of FIG. 6 highlighting the grooves.

In FIG. 9 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.

In the drawings, the broken lines are for defining the sidewall, inner bead and the boundary between the claimed tire tread and the unclaimed sidewall, and form no part of the claimed design.

1 Claim, 9 Drawing Sheets

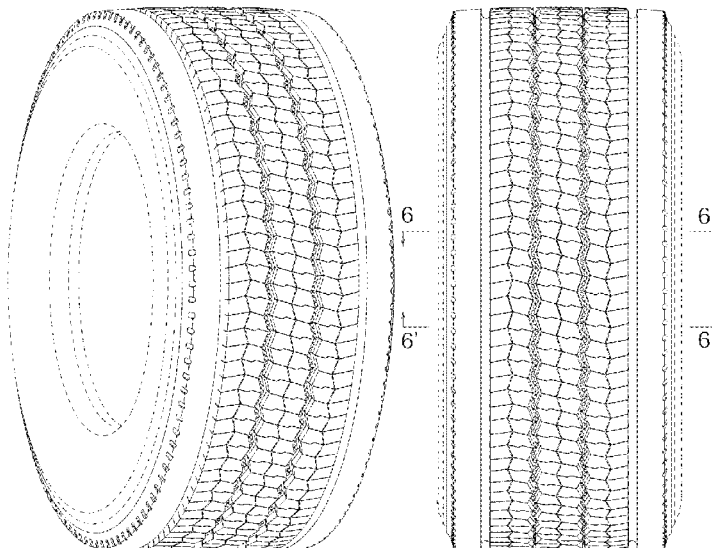


FIG. 1

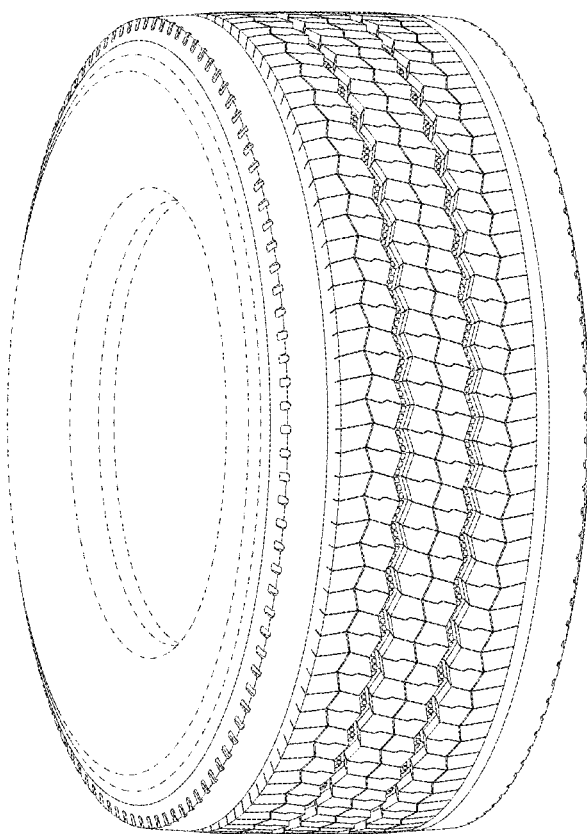


FIG.2

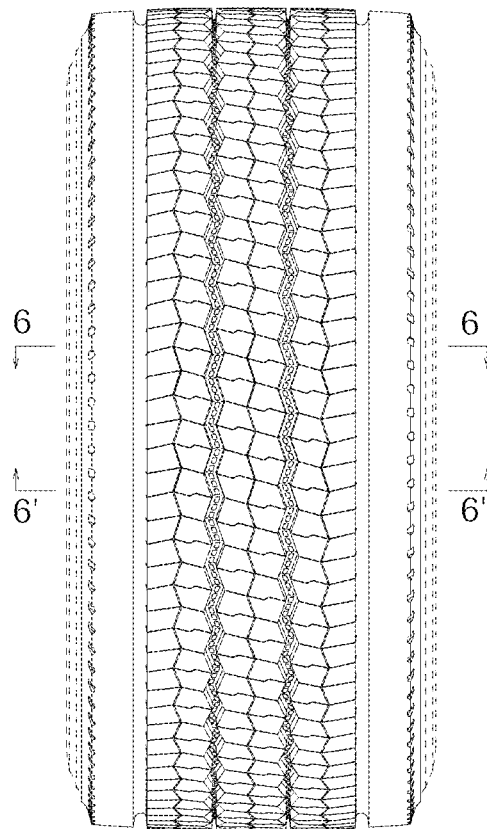


FIG.3

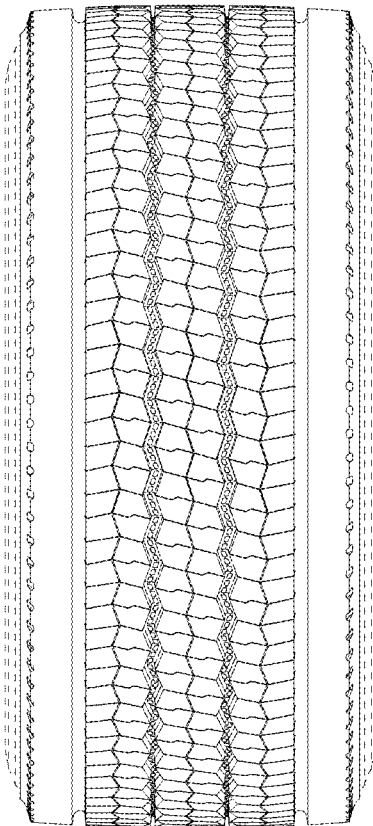


FIG.4

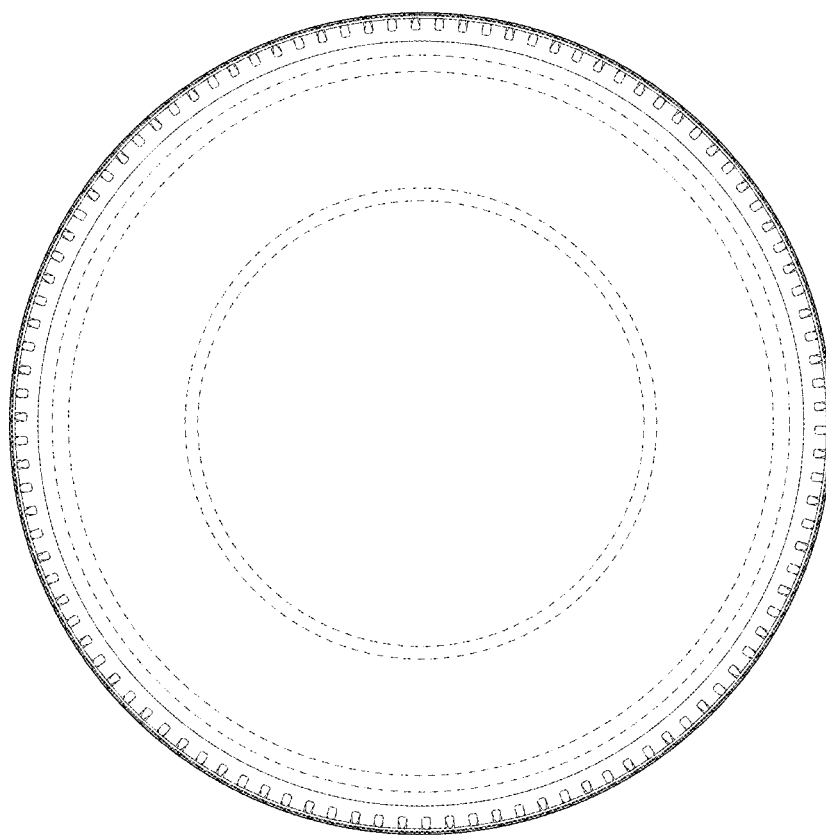


FIG.5

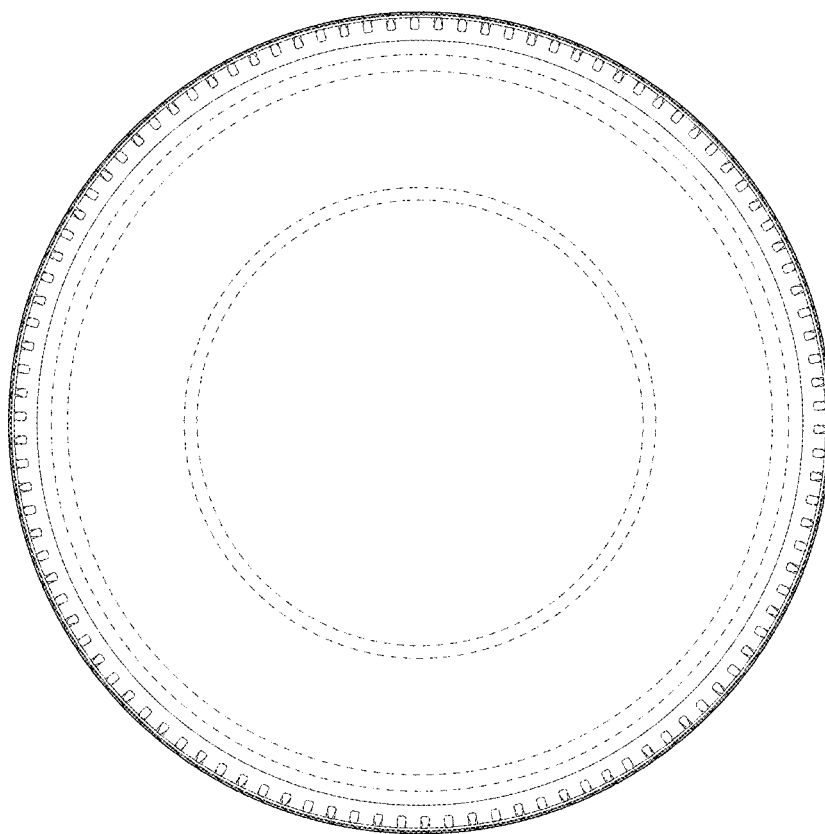


FIG.6

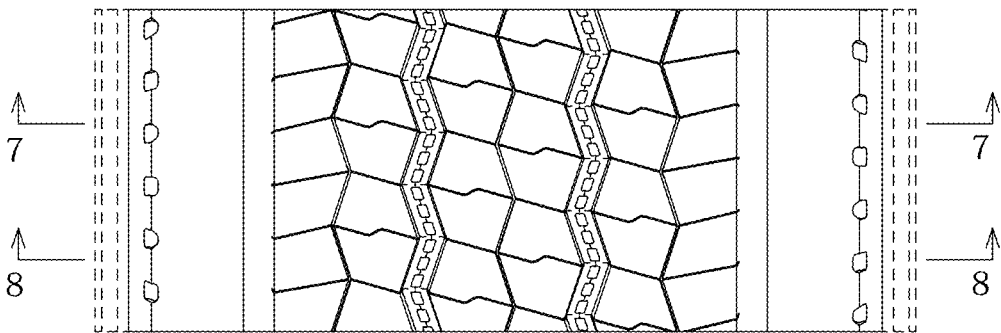


FIG.7

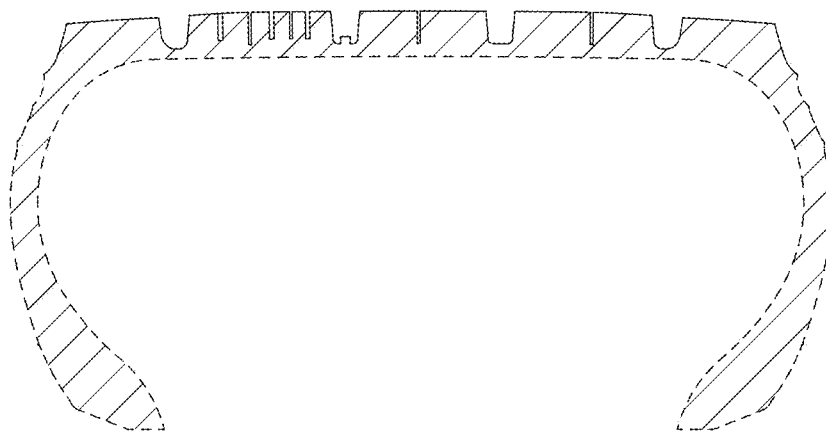


FIG.8

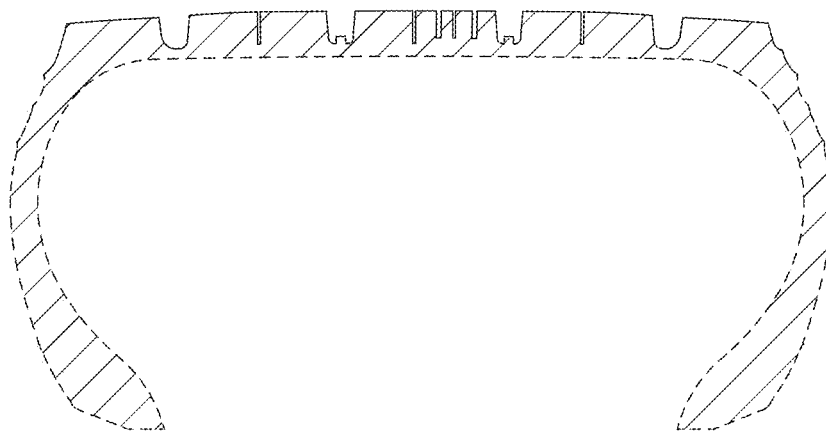


FIG.9

