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

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- (54) **TIRE SIDEWALL**
- (71) Applicant: **Bridgestone Americas Tire Operations, LLC, Nashville, TN (US)**
- (72) Inventors: **Kevin E. Scheifele, Atwater, OH (US); David E. Schultz, Stow, OH (US); Keith A. Dumigan, Akron, OH (US)**
- (73) Assignee: **Bridgestone Americas Tire Operations, LLC, Nashville, TN (US)**
- (\*\*) Term: **15 Years**
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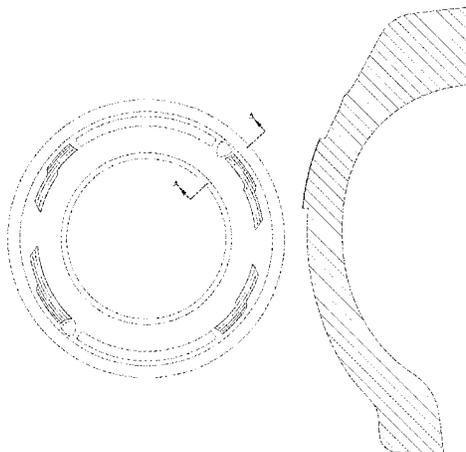
**Related U.S. Application Data**

- (63) Continuation-in-part of application No. 29/503,977, filed on Oct. 1, 2014, now abandoned.
- (51) **LOC (10) Cl.** ..... **12-15**
- (52) **U.S. Cl.**  
USPC ..... **D12/605**
- (58) **Field of Classification Search**  
USPC ..... D12/500-605, 900  
CPC ..... B60C 1/00; B60C 13/00; B60C 13/02  
See application file for complete search history.

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Primary Examiner — Robert M Spear

Assistant Examiner — John Voytek

(74) Attorney, Agent, or Firm — Shaun J. Fox

(57) CLAIM

The ornamental design for a tire sidewall, as shown and described.

DESCRIPTION

FIG. 1 is a side elevational view of a first, second, and third embodiment of our new tire sidewall design;  
 FIG. 2 is a cross-sectional view along cross-section line A-A of FIG. 1 of a first embodiment of our new tire sidewall design;  
 FIG. 3 is cross-sectional view along cross-section line A-A of FIG. 1 a second embodiment of our new tire sidewall design;  
 FIG. 4 is cross-sectional view along cross-section line A-A of FIG. 1 of a third embodiment of our new tire sidewall design;  
 FIG. 5 is a side elevational view of a fourth, fifth, sixth, and seventh embodiment of our new tire sidewall sidewall design;  
 FIG. 6 is a cross-sectional view along cross-section line B-B of FIG. 5 of a fourth embodiment of our new tire sidewall design;  
 FIG. 7 is a cross-sectional view along cross-section line B-B of FIG. 5 of a fifth embodiment of our new tire sidewall design;  
 FIG. 8 is a cross-sectional view along cross-section line B-B of FIG. 5 of a sixth embodiment of our new tire sidewall design;  
 FIG. 9 is a cross-sectional view along cross-section line B-B of FIG. 5 of a seventh embodiment of our new tire sidewall design;  
 FIG. 10 is a side elevational view of an eighth, ninth, and tenth embodiment of our new tire sidewall design;  
 FIG. 11 is a cross-sectional view along cross-section line C-C of FIG. 10 of an eighth embodiment of our new tire sidewall design;  
 FIG. 12 is a cross-sectional view along cross-section line C-C of FIG. 10 of a ninth embodiment of our new tire sidewall design;  
 FIG. 13 is a cross-sectional view along cross-section line C-C of FIG. 10 of a tenth embodiment of our new tire sidewall design;  
 FIG. 14 is a side elevational view of an eleventh, twelfth, thirteenth, and fourteenth embodiment of our new tire sidewall design;  
 FIG. 15 is a cross-sectional view along cross-section line D-D of FIG. 14 of an eleventh embodiment of our new tire sidewall design;  
 FIG. 16 is a cross-sectional view along cross-section line D-D of FIG. 14 of a twelfth embodiment of our new tire sidewall design;  
 FIG. 17 is a cross-sectional view along cross-section line D-D of FIG. 14 of a thirteenth embodiment of our new tire sidewall design;  
 FIG. 18 is a cross-sectional view along cross-section line D-D of FIG. 14 of a fourteenth embodiment of our new tire sidewall design;  
 FIG. 19 is a side elevational view of a fifteenth, sixteenth, and seventeenth embodiment of our new tire sidewall design;  
 FIG. 20 is a cross-sectional view along cross-section line E-E of FIG. 19 of a fifteenth embodiment of our new tire sidewall design;

FIG. 21 is a cross-sectional view along cross-section line E-E of FIG. 19 of a sixteenth embodiment of our new tire sidewall design;

FIG. 22 is a cross-sectional view along cross-section line E-E of FIG. 19 of a seventeenth embodiment of our new tire sidewall design;

FIG. 23 is a side elevational view of a eighteenth, nineteenth, and twentieth embodiment of our new tire sidewall design;

FIG. 24 is a cross-sectional view along cross-section line F-F of FIG. 23 of an eighteenth embodiment of our new tire sidewall design;

FIG. 25 is a cross-sectional view along cross-section line F-F of FIG. 23 of a nineteenth embodiment of our new tire sidewall design; and,

FIG. 26 is a cross-sectional view along cross-section line F-F of FIG. 23 of a twentieth embodiment of our new tire sidewall design.

The varied broken lines defining the tire tread, inner bead, inner bead, and portions of the tire sidewall represent unclaimed environmental subject matter; the broken lines immediately adjacent the shaded surfaces of the tire sidewall represent the boundaries of the claimed design but form no part thereof.

**1 Claim, 26 Drawing Sheets**

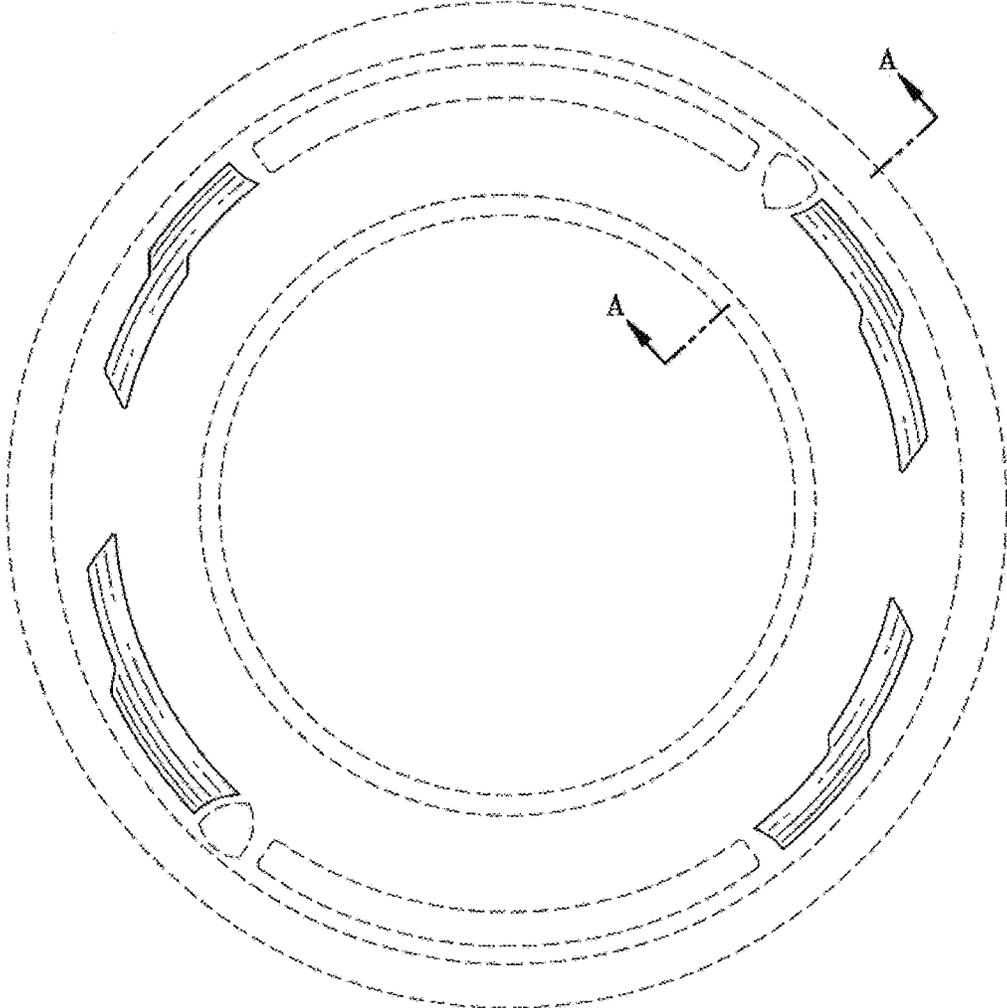


FIG. 1

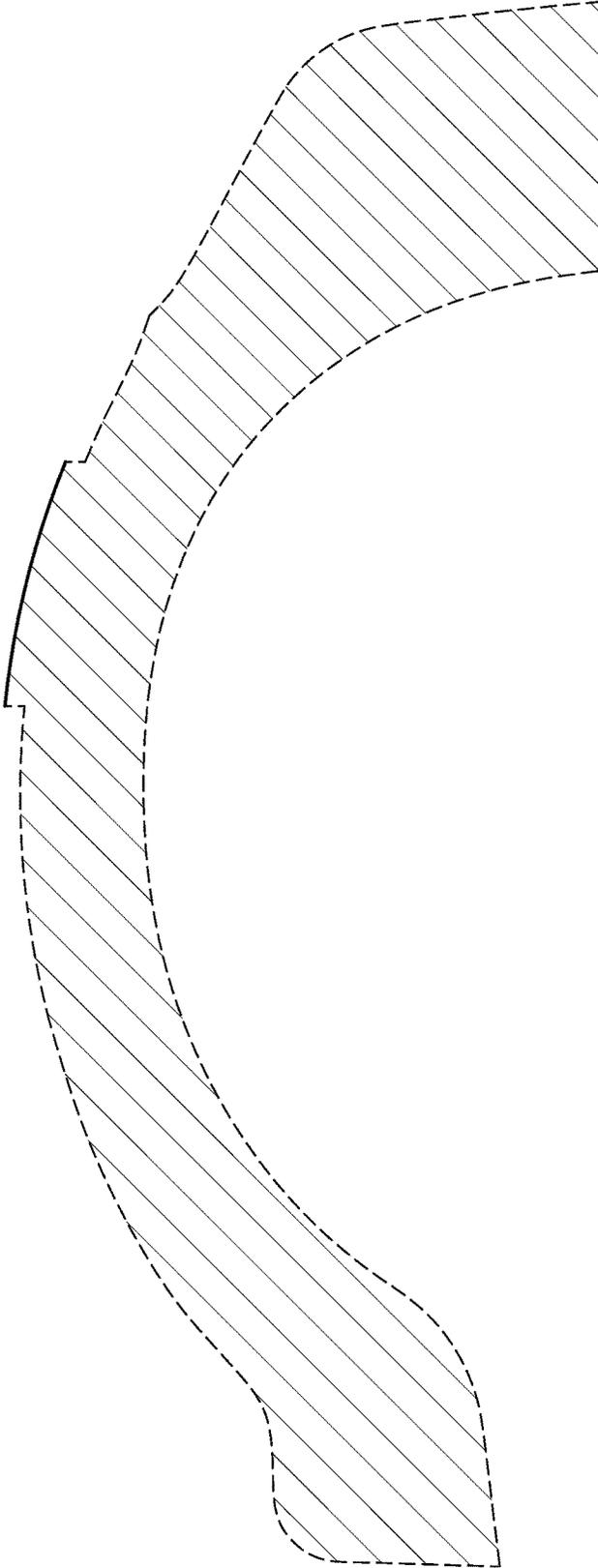
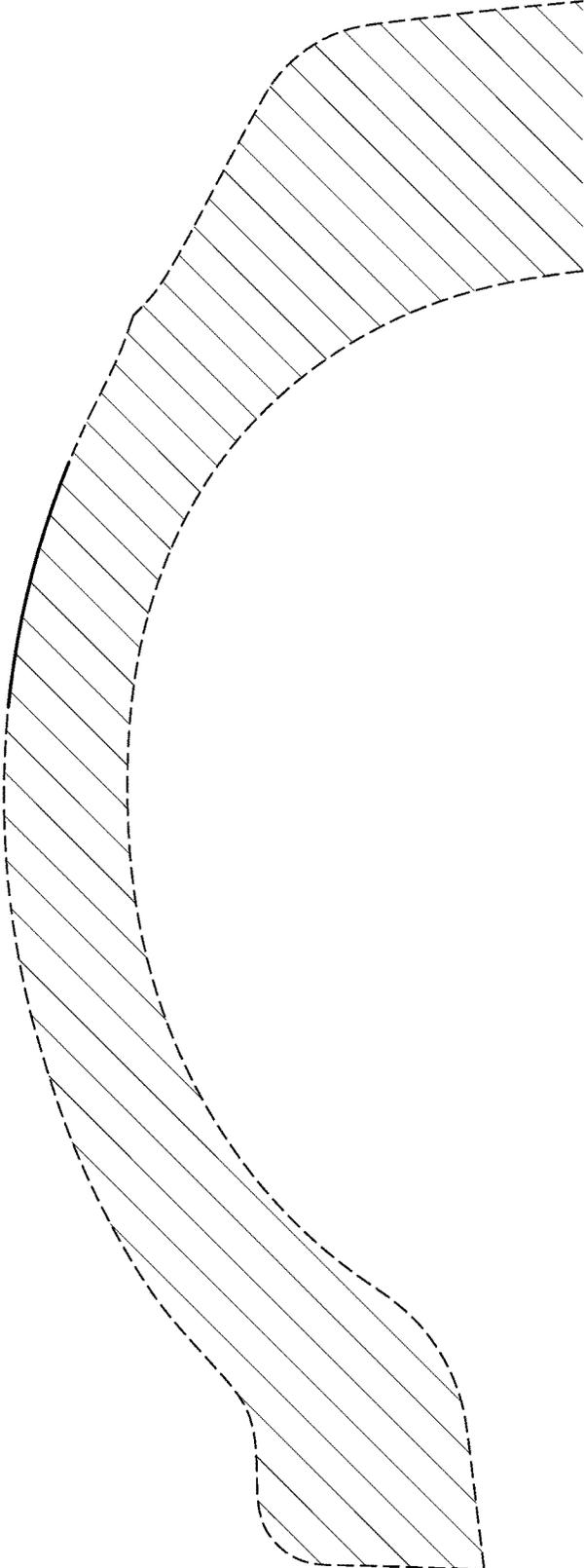


FIG.2



**FIG.3**

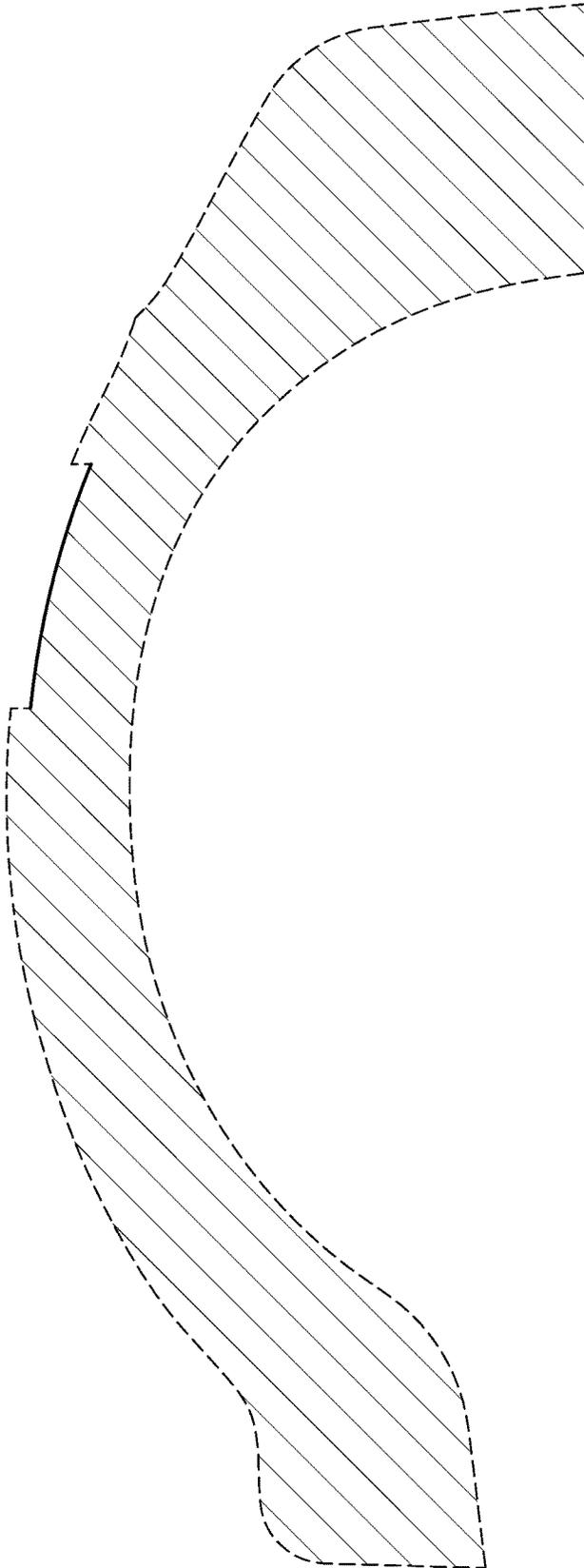


FIG.4

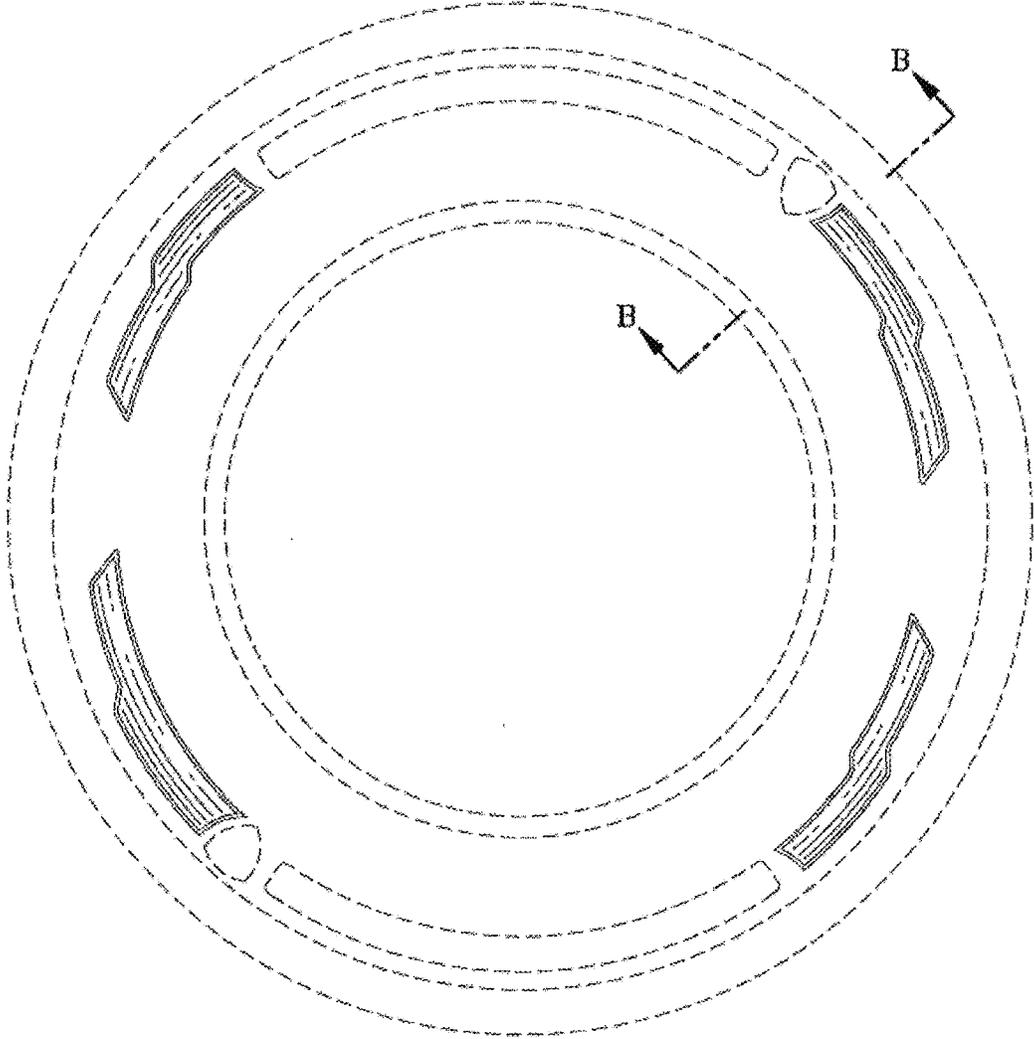


FIG. 5

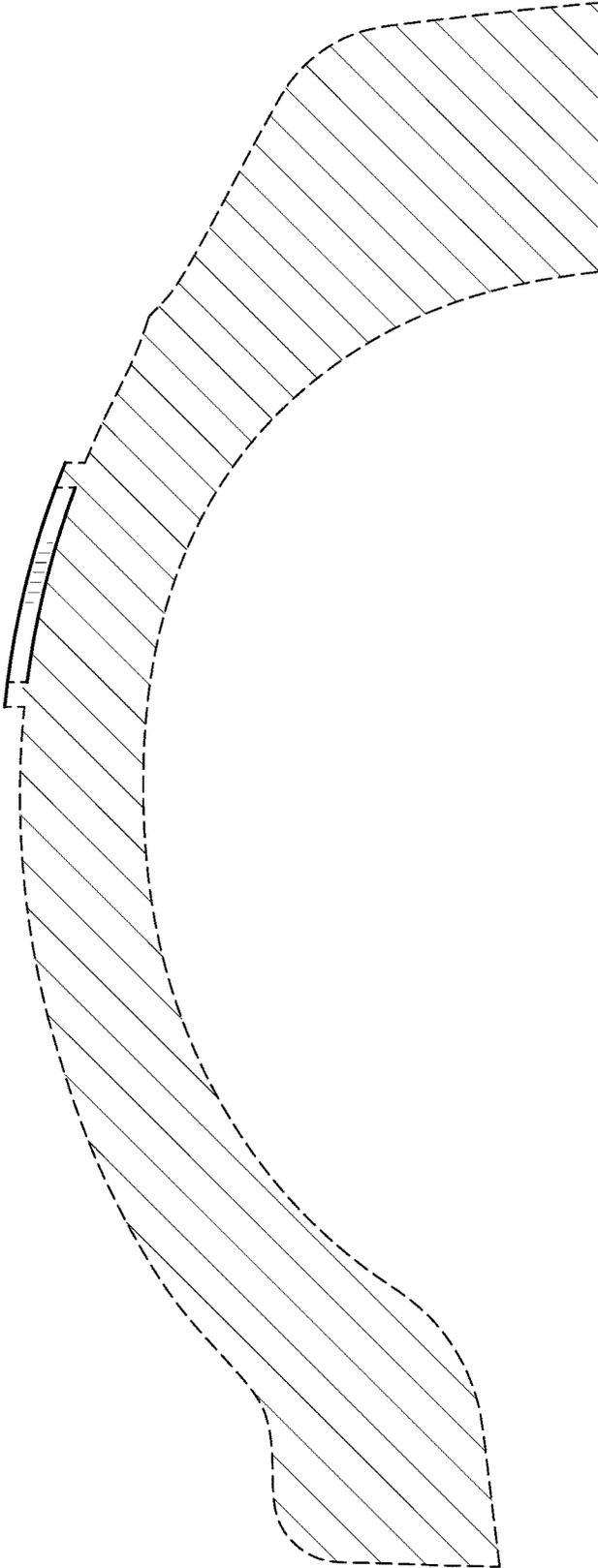


FIG. 6

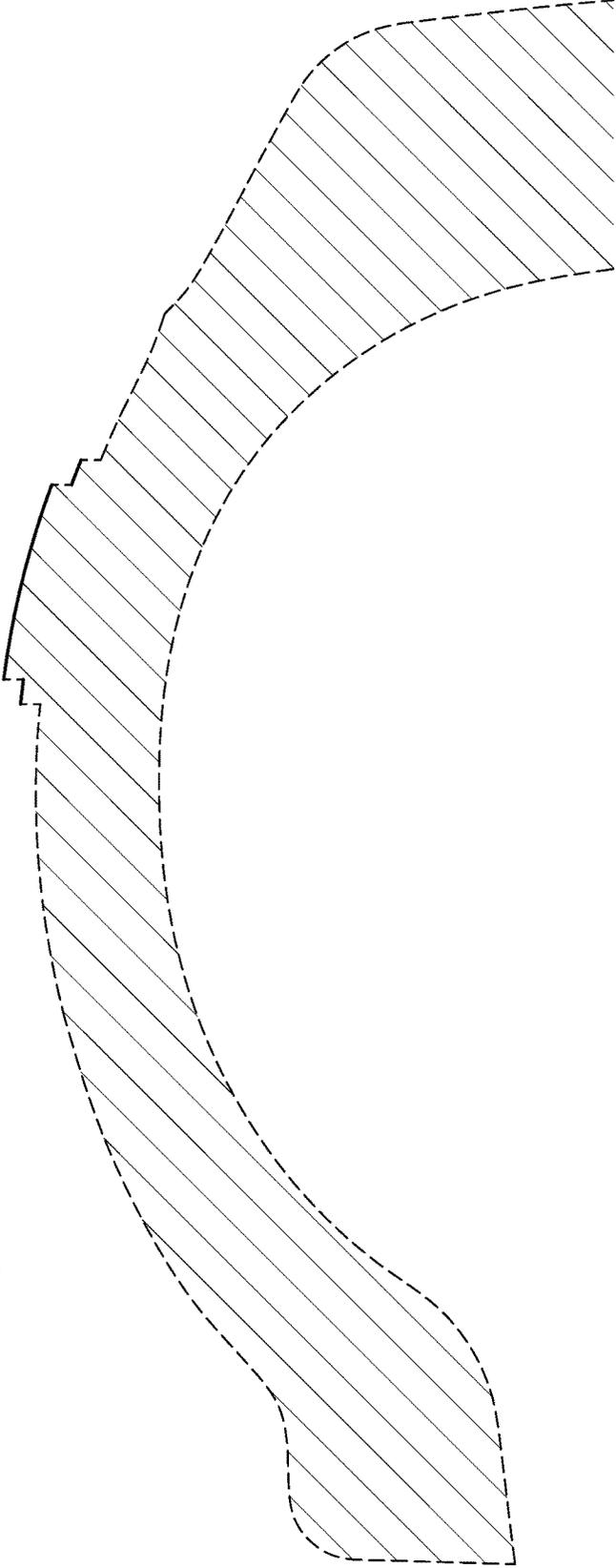


FIG. 7

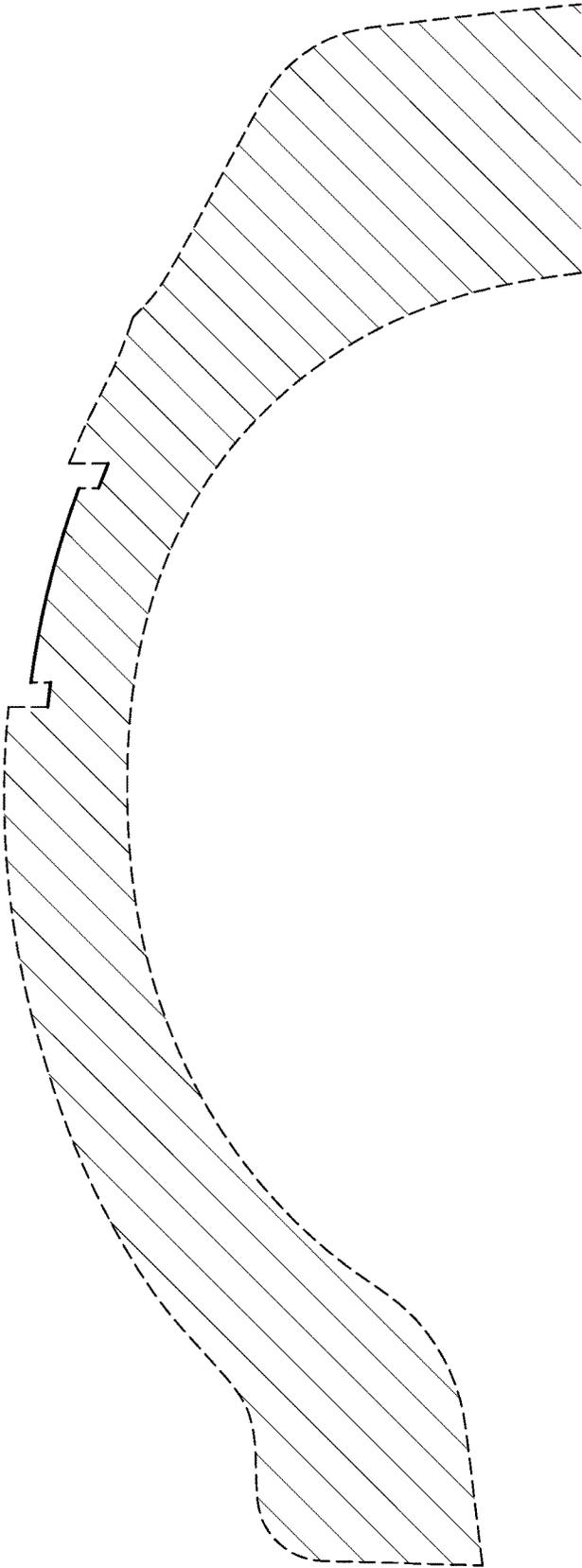


FIG. 8

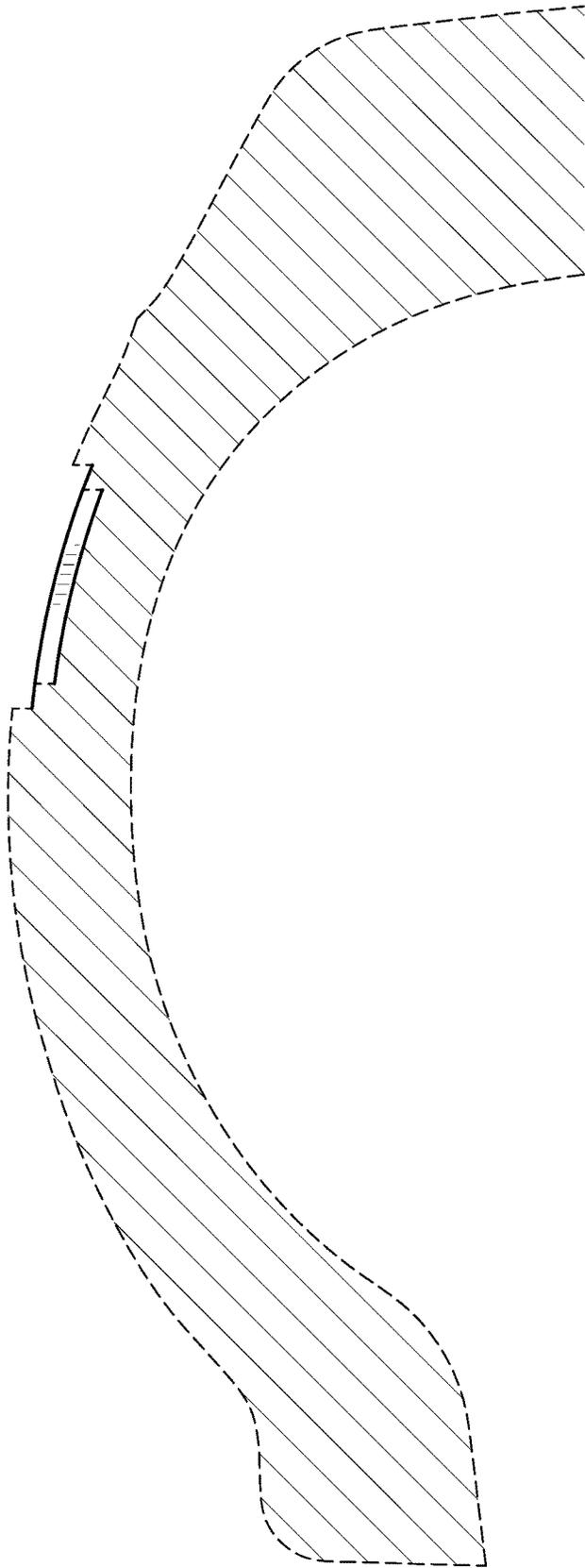


FIG. 9

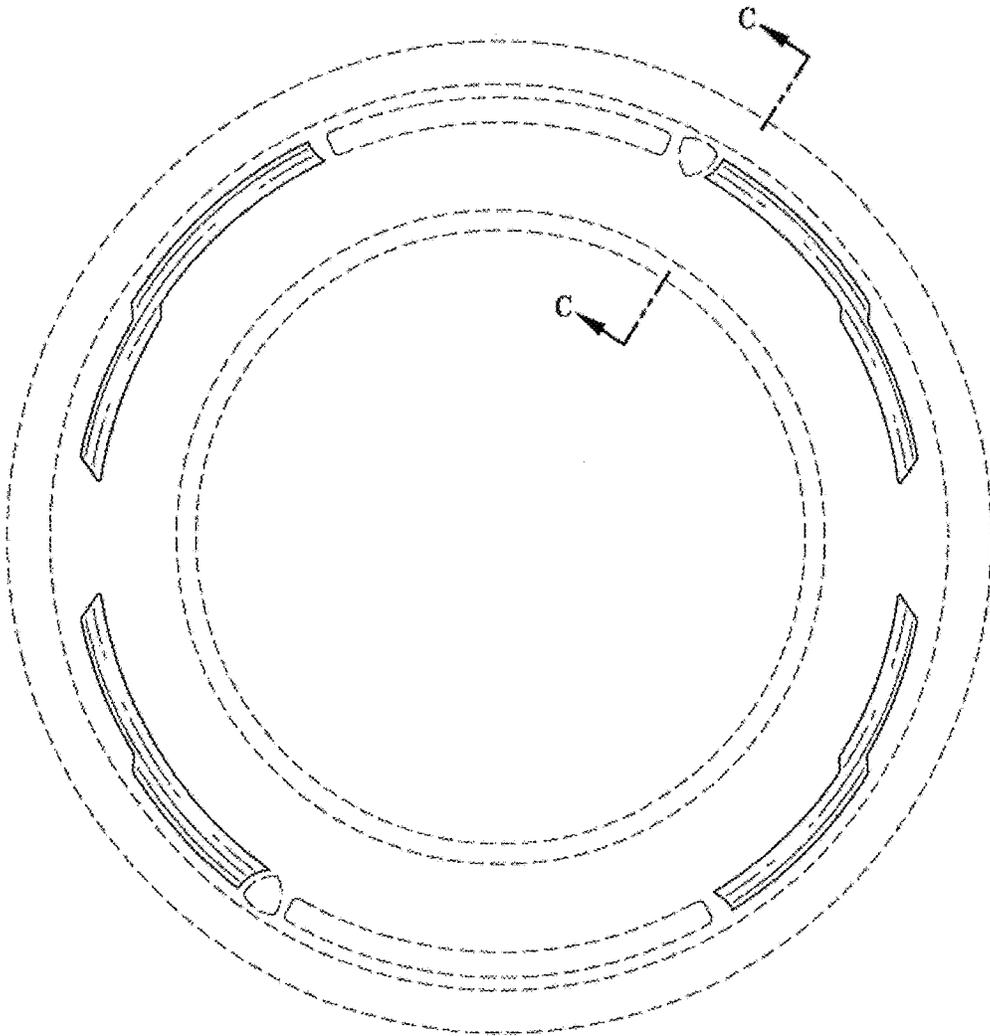
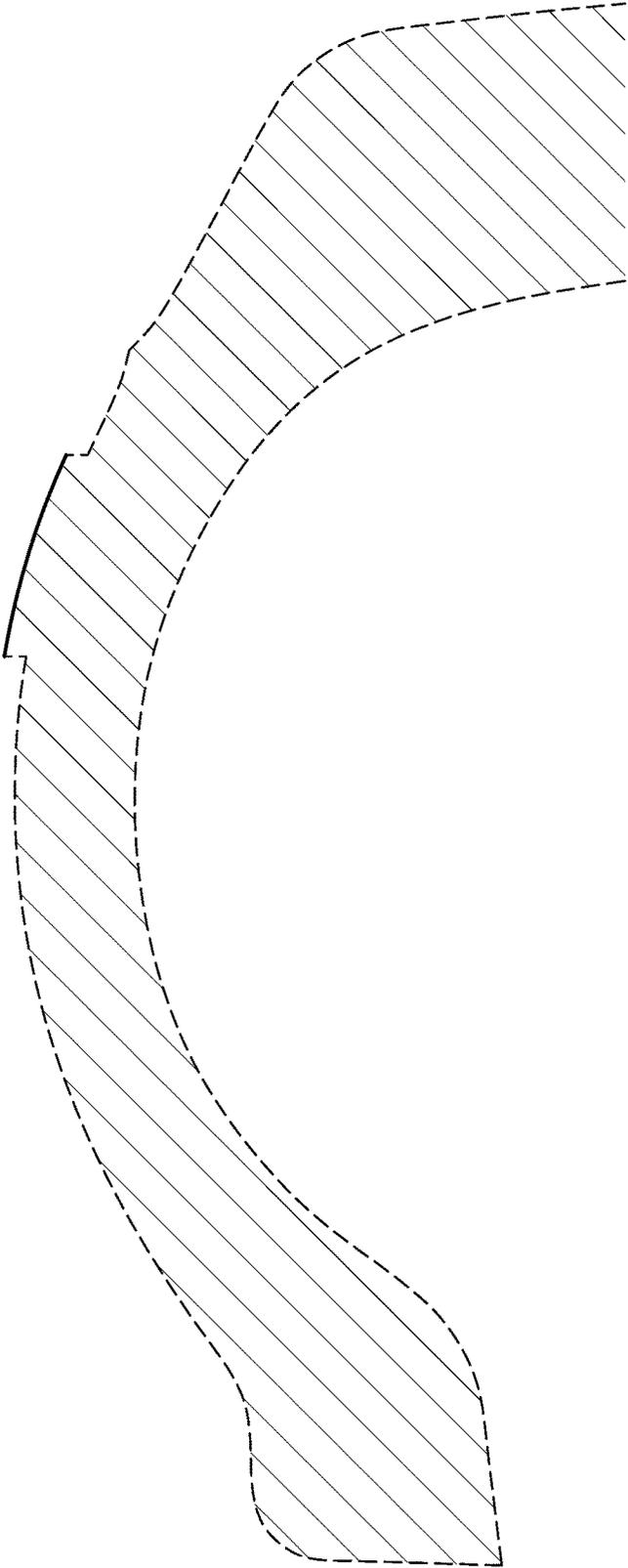


FIG. 10



**FIG. 11**

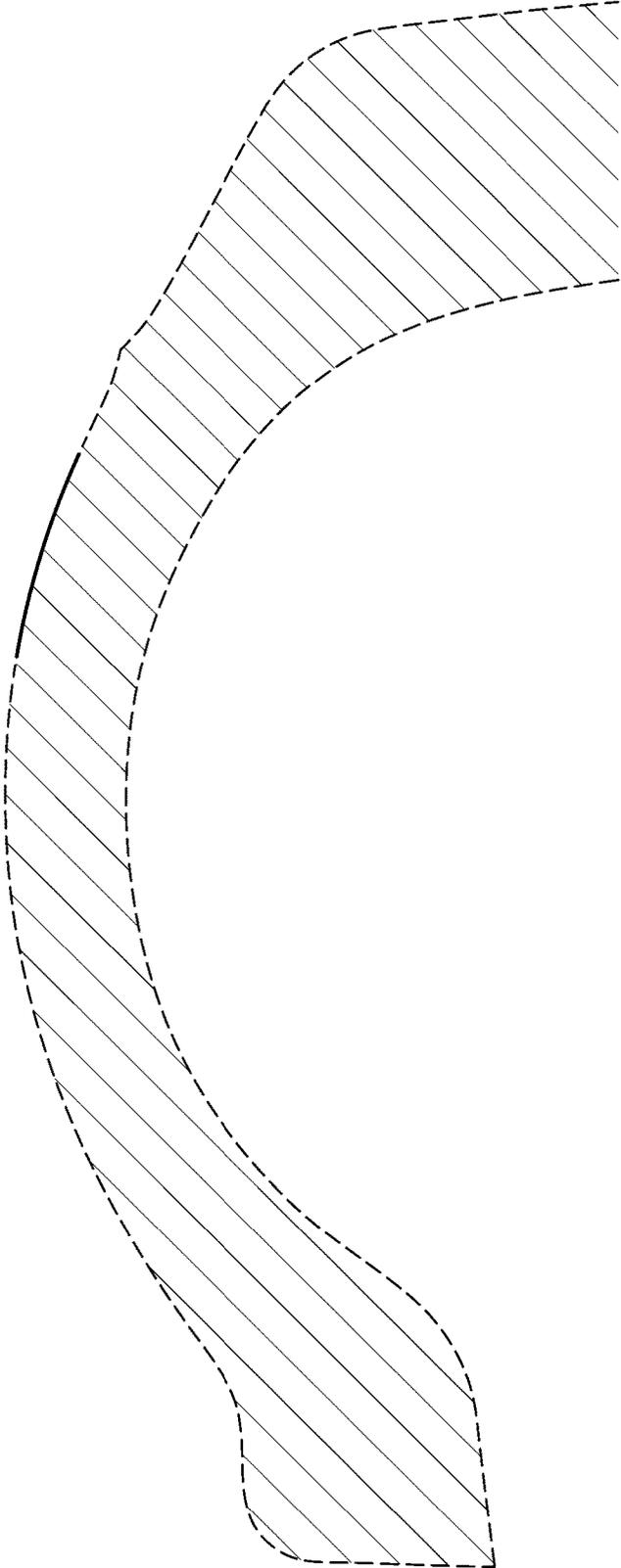


FIG.12

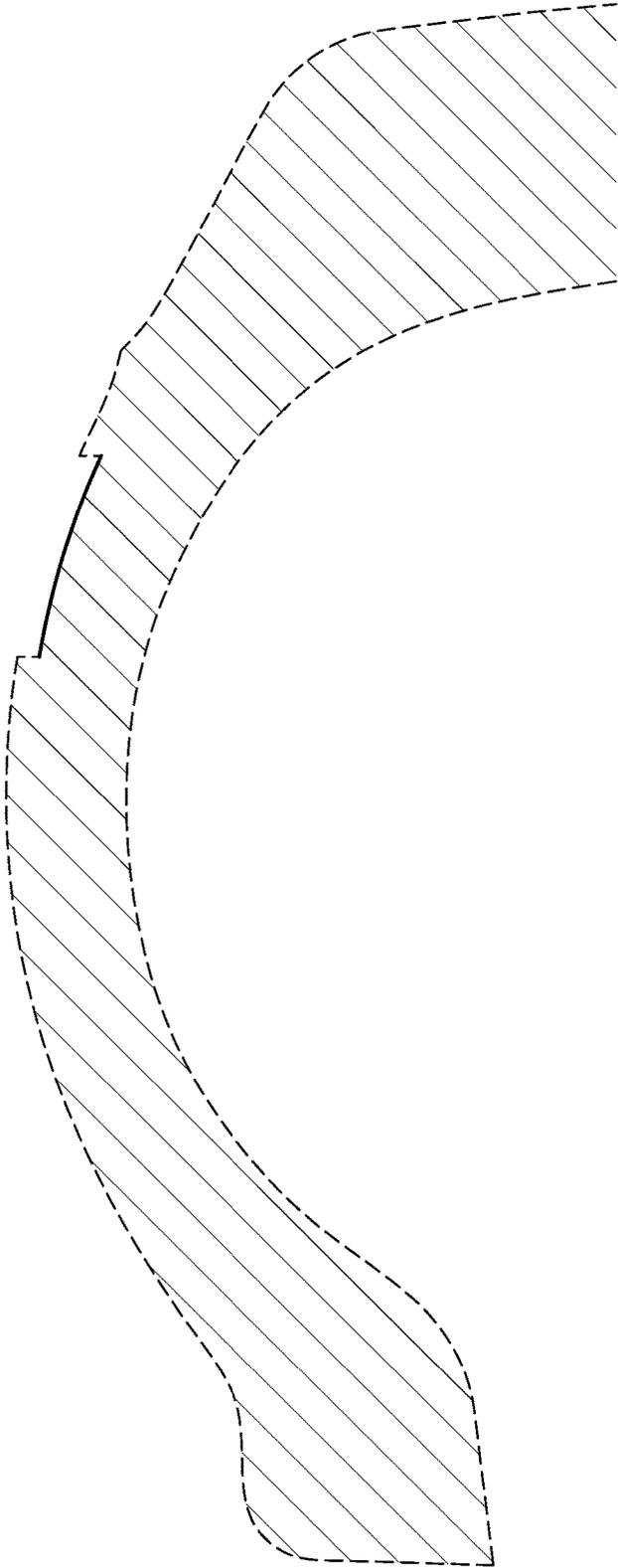


FIG. 13

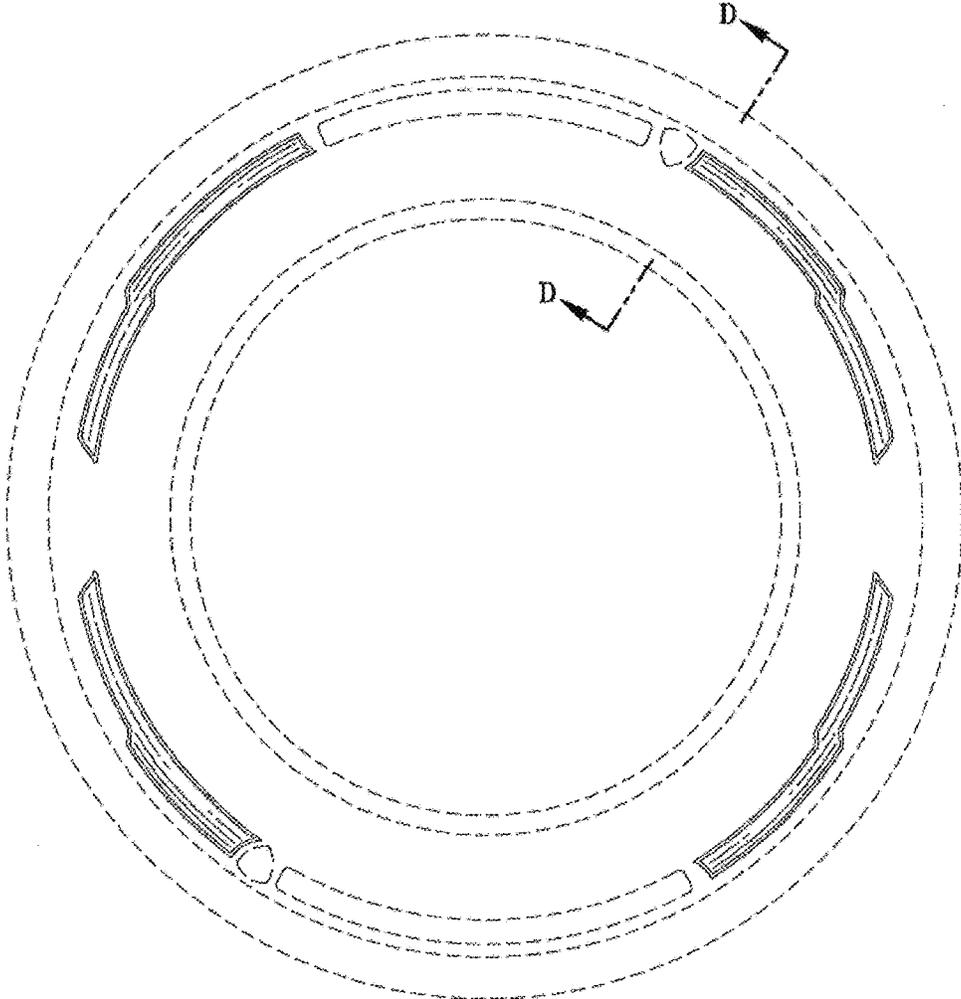


FIG. 14

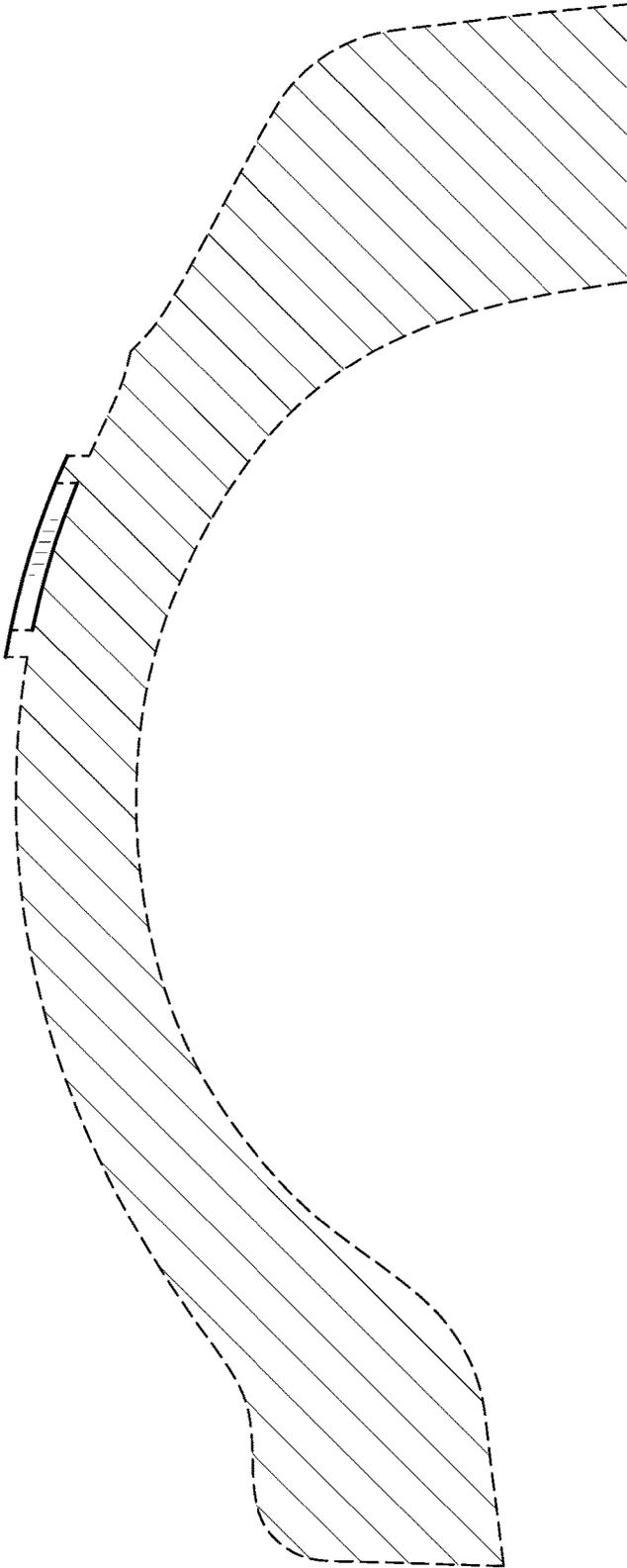


FIG. 15

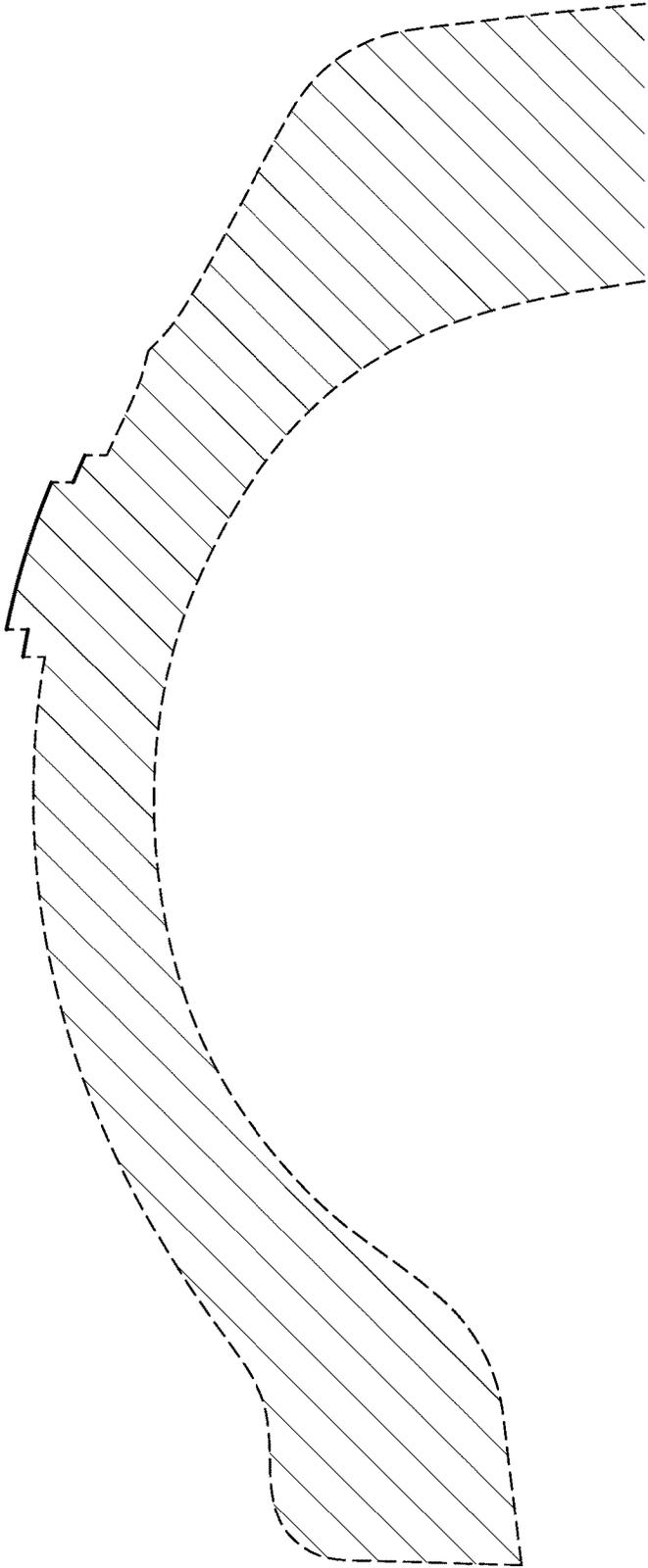


FIG.16

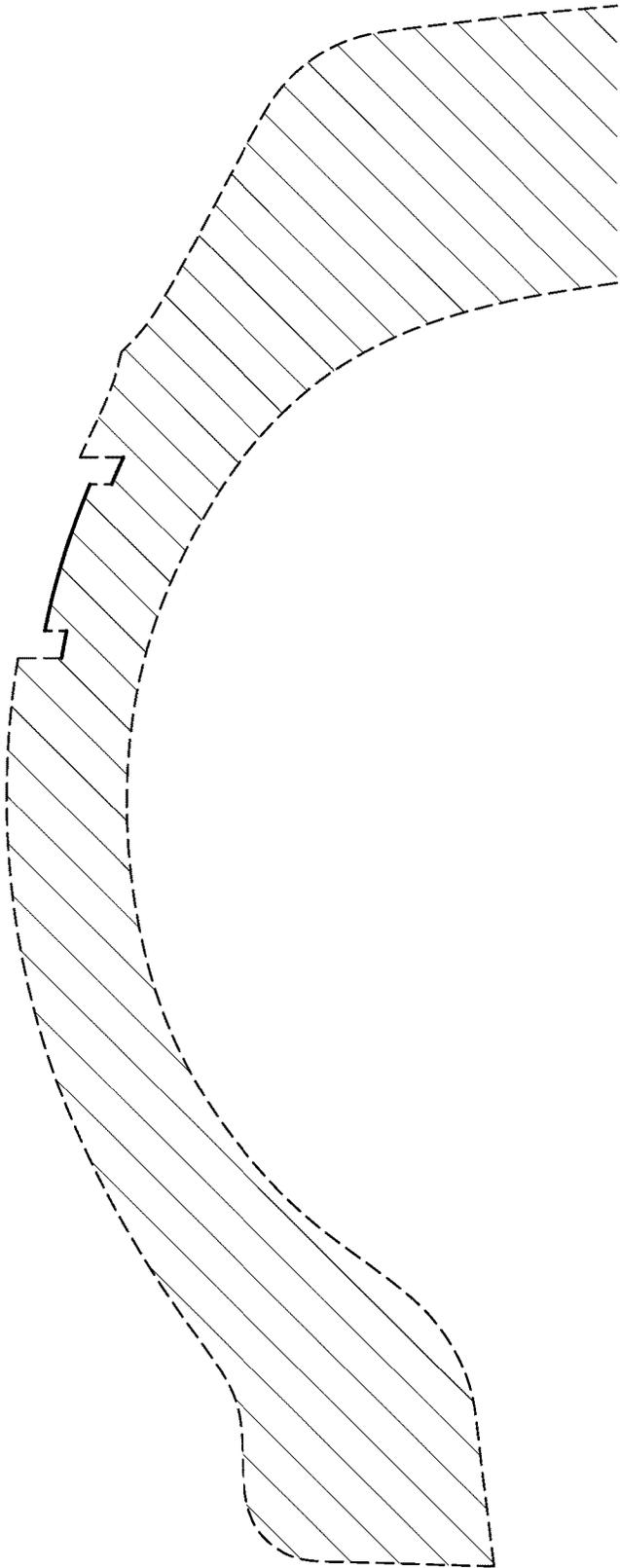


FIG.17

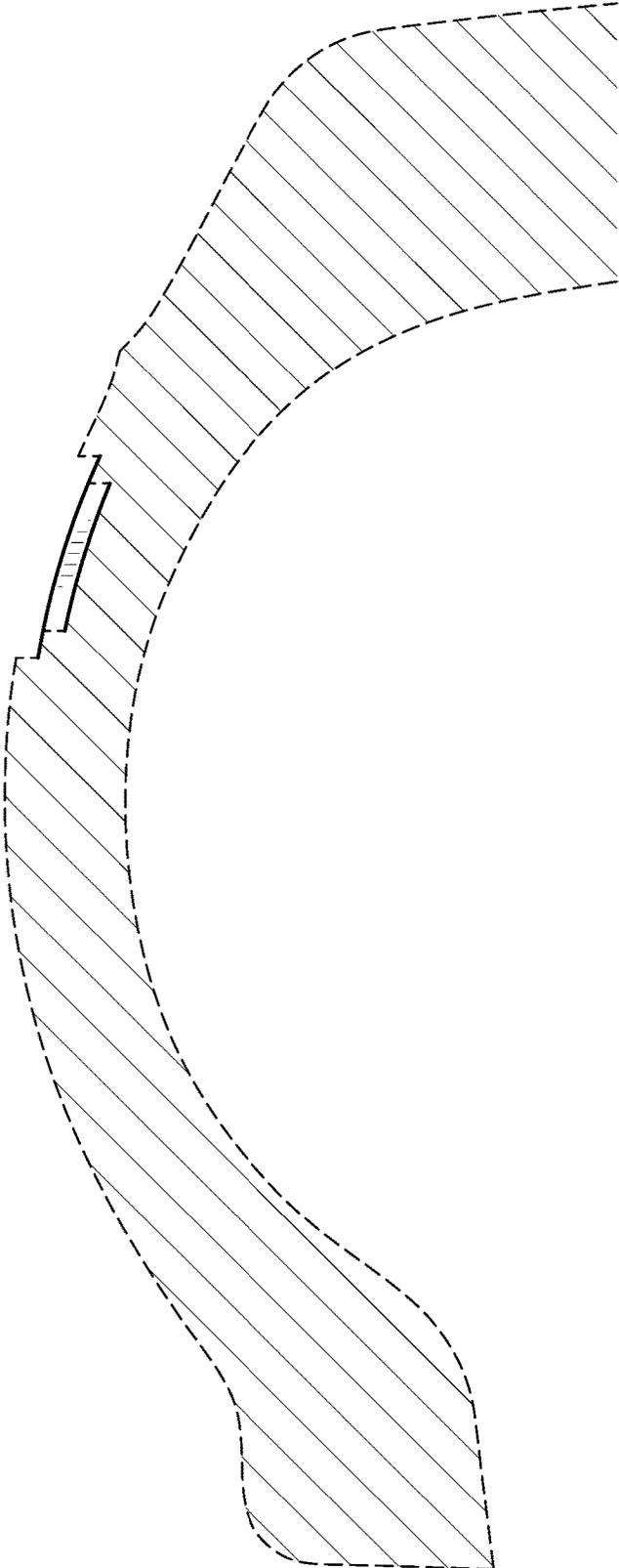


FIG.18

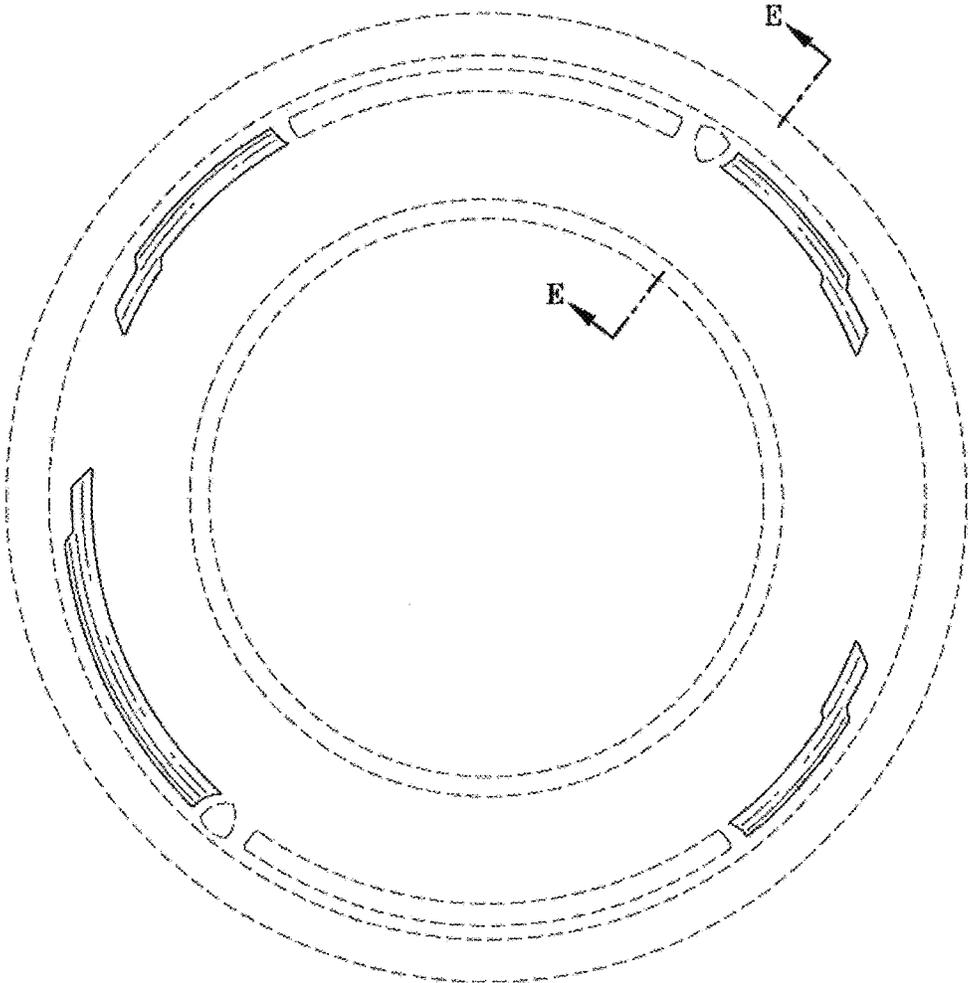


FIG. 19

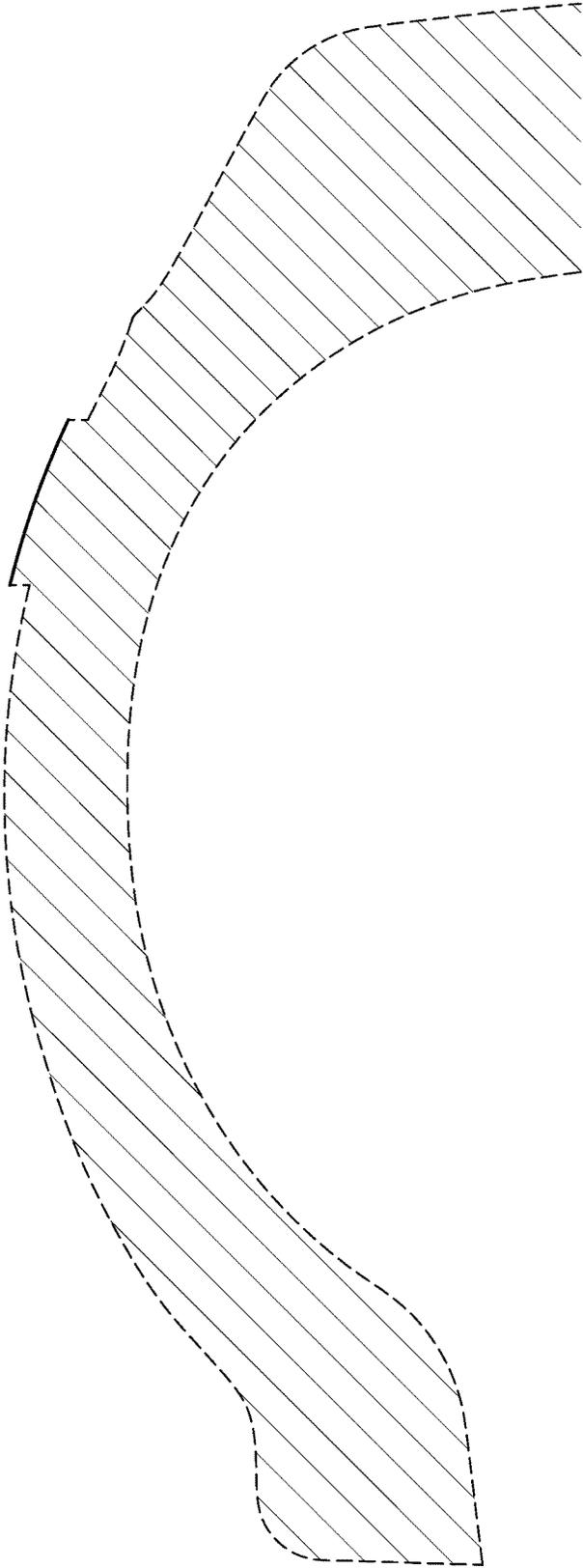


FIG.20

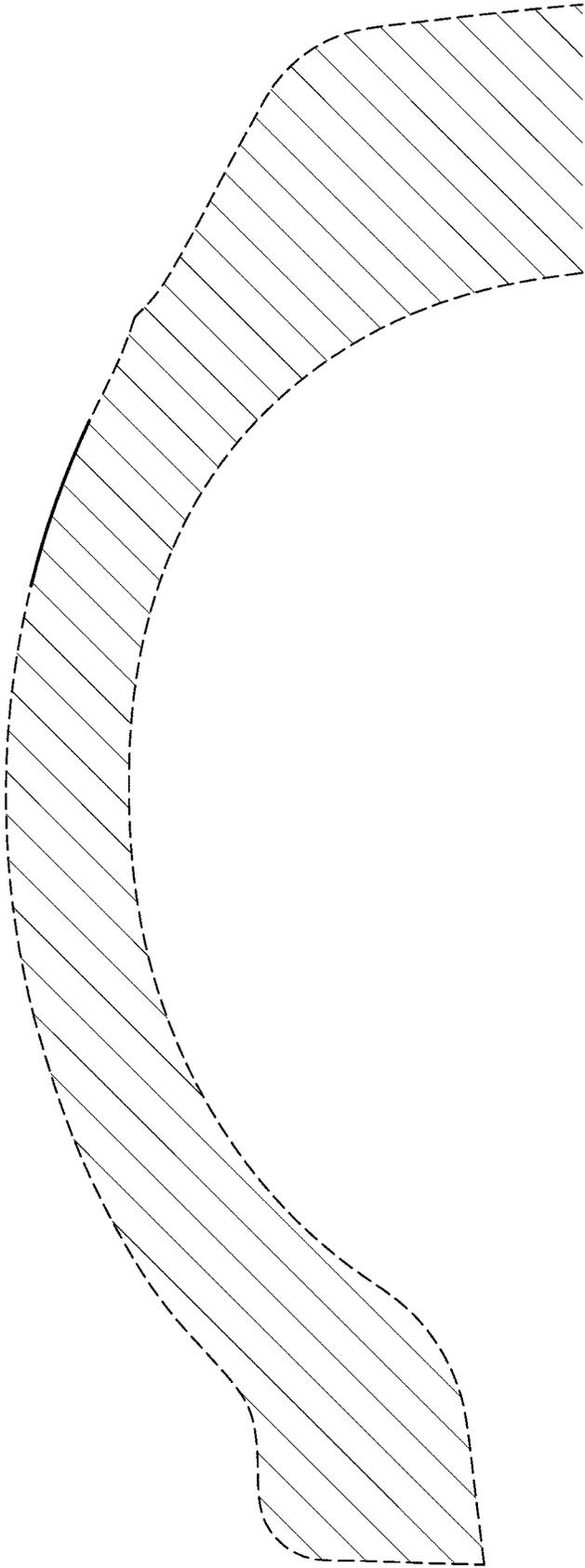


FIG.21

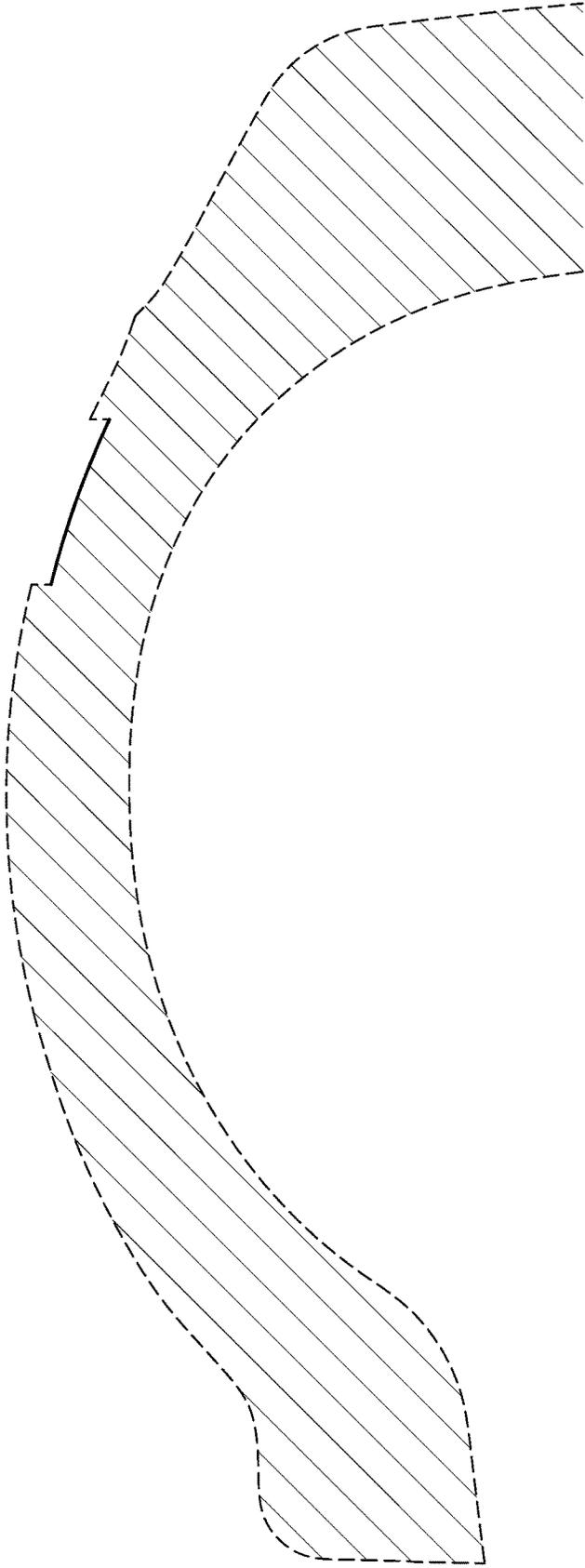


FIG.22

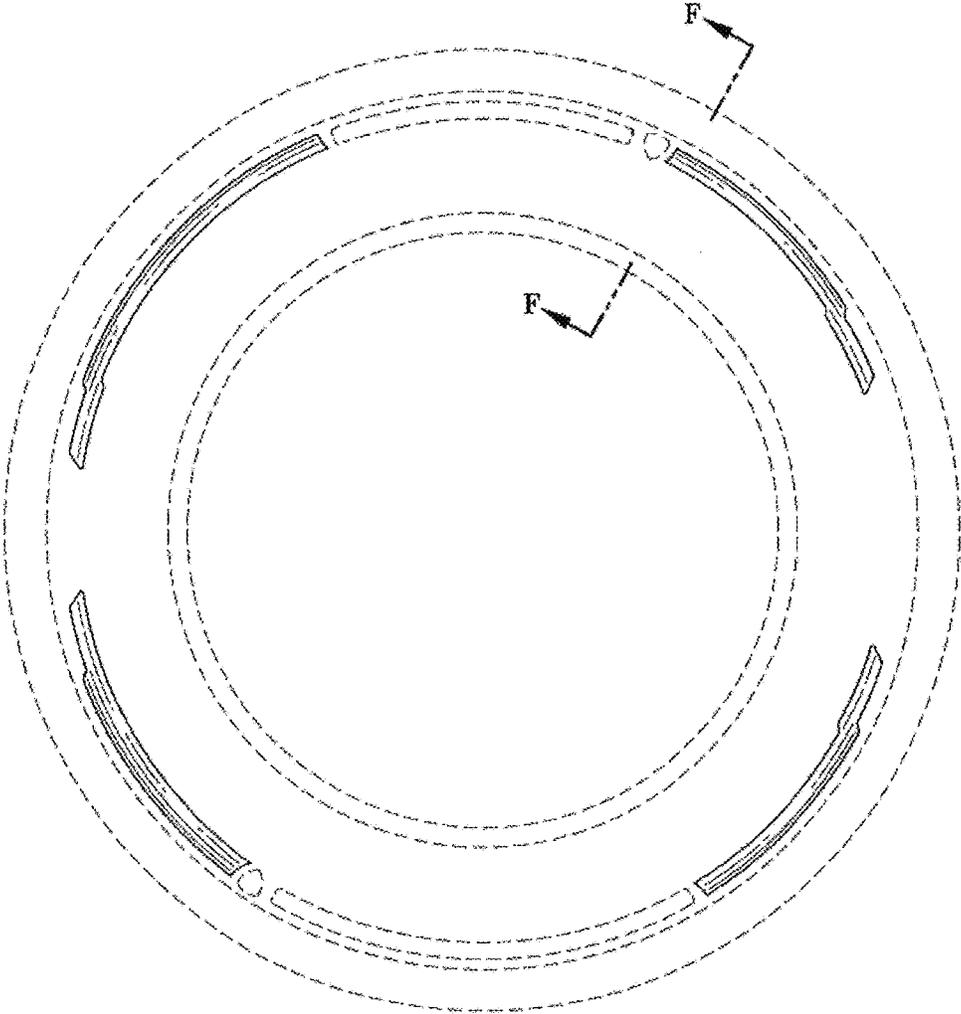


FIG.23

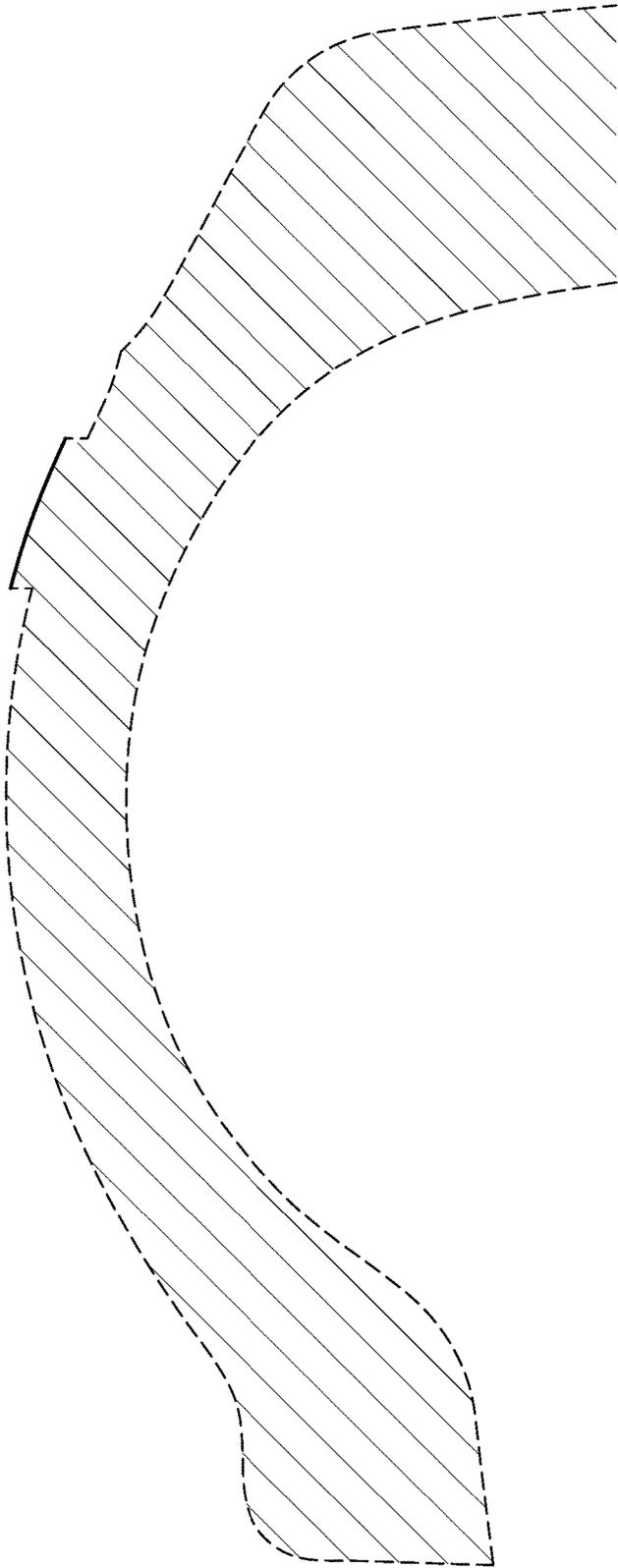


FIG.24

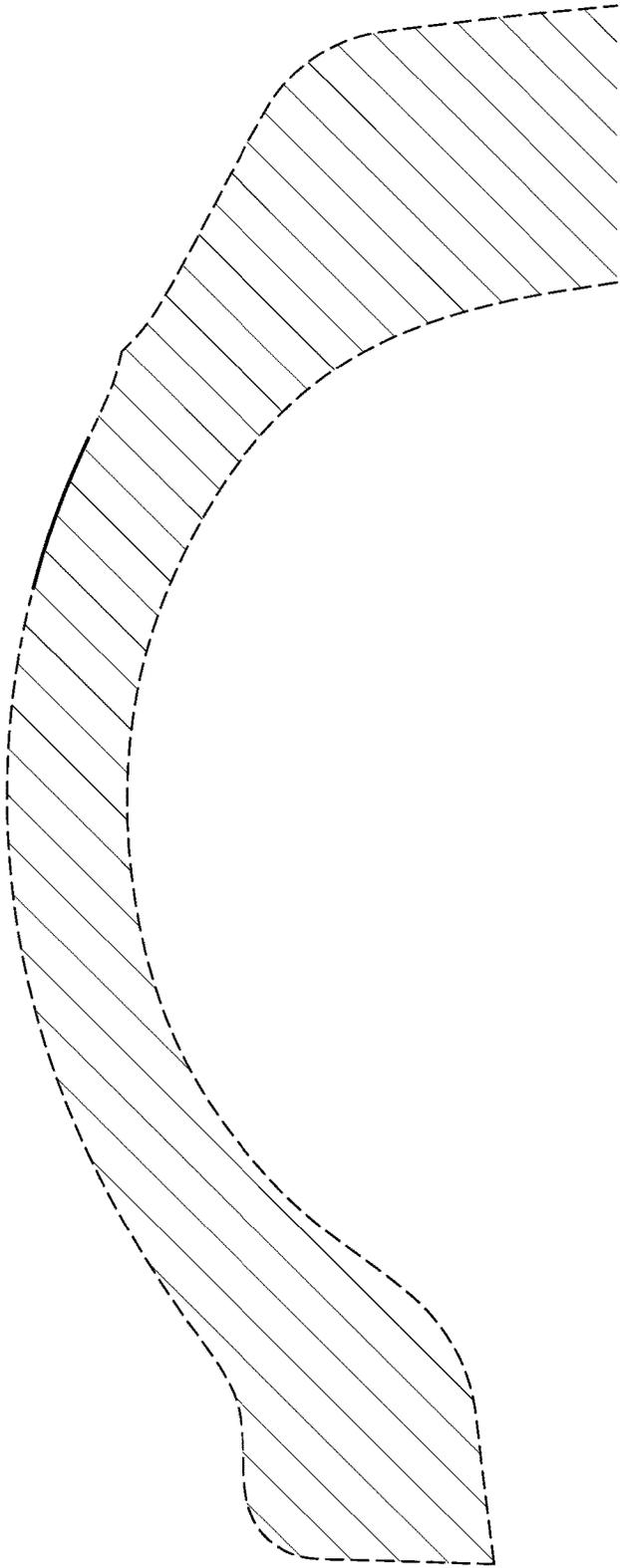


FIG.25

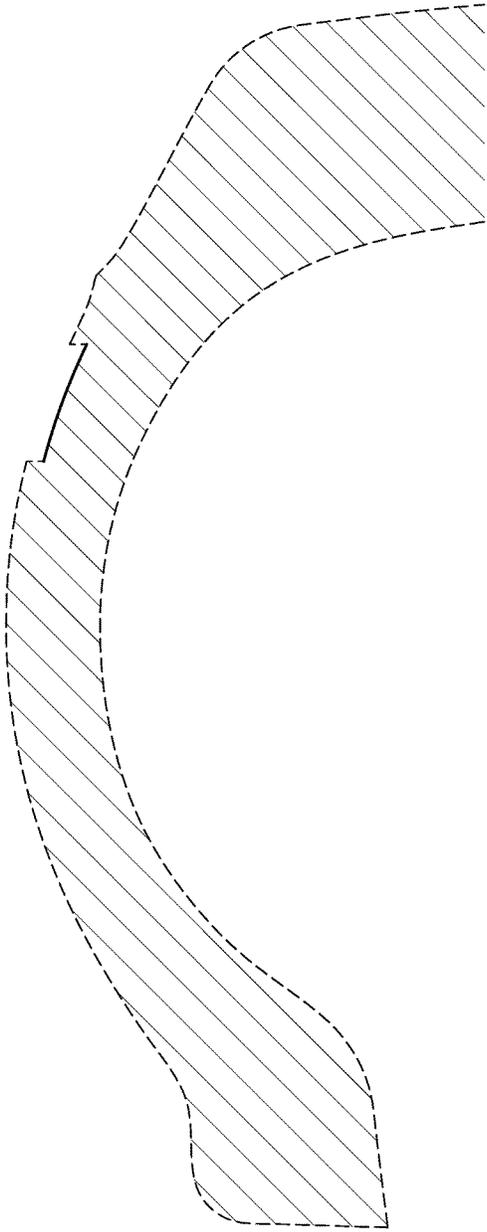


FIG.26