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(12) **United States Design Patent** (10) **Patent No.:** **US D764,359 S**
Conner et al. (45) **Date of Patent:** **** Aug. 23, 2016**

(54) **STEERING KNUCKLE FOR A DRIVING APPARATUS**
(71) Applicants: **Hitachi Metals America, Ltd.**, Novi, MI (US); **Hitachi Metals, Ltd.**, Tokyo (JP)
(72) Inventors: **Aaron Conner**, Novi, MI (US); **Rick Bowen**, Novi, MI (US); **Ronald Walker**, Novi, MI (US)
(73) Assignees: **HITACHI METALS AMERICA, LTD.**, Novi, MI (US); **HITACHI METALS, LTD.**, Tokyo (JP)

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(**) Term: **14 Years**
(21) Appl. No.: **29/503,922**

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(52) **U.S. Cl.**
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CPC F16C 11/0671; F16C 11/00; F16C 11/06; F16C 2326/24; F16F 9/3242; F16F 9/0218; F16F 9/0227; F16F 9/3221; F16F 9/3235; Y10T 16/62; Y10T 16/281
See application file for complete search history.

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Primary Examiner — Michael A Pratt
(74) *Attorney, Agent, or Firm* — McGinn IP Law Group PLLC

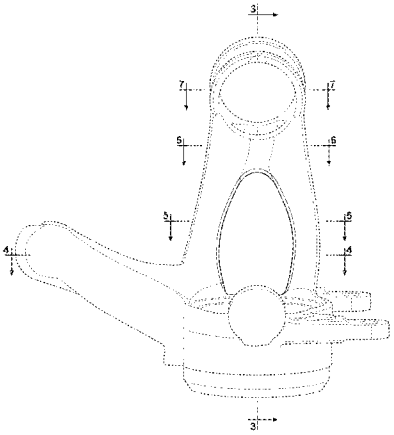
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(57) **CLAIM**
The ornamental design for a steering knuckle for a driving apparatus, as shown and described.

DESCRIPTION

FIG. 1 is a front view of a steering knuckle comprising an opening hole (environment), a recess having an omega-like



cross-section, and a beam connecting between the two (environment) as showing our new design;

FIG. 2 is a perspective view thereof;

FIG. 3 is an X-plane cross section view of a steering knuckle as showing our new design;

FIG. 4 is a first Y-plane cross section view of a steering knuckle as showing our new design;

FIG. 5 is a second Y-plane cross section view of a steering knuckle as showing our new design;

FIG. 6 is a third Y-plane cross section view of a steering knuckle as showing our new design;

FIG. 7 is an fourth Y-plane cross section view of a steering knuckle as showing our new design;

FIG. 8 is a first Z-plane cross section view of a steering knuckle as showing our new design;

FIG. 9 is a second Z-plane cross section view of a steering knuckle as showing our new design;

FIG. 10 is a third Z-plane cross section view of a steering knuckle as showing our new design;

FIG. 11 is a front view of a second embodiment of the steering knuckle;

FIG. 12 is a perspective view of the second embodiment of the steering knuckle;

FIG. 13 is a front view of a third embodiment of the steering knuckle;

FIG. 14 is a perspective view of the third embodiment of the steering knuckle;

FIG. 15 is a front view of a fourth embodiment of the steering knuckle;

FIG. 16 is a perspective view of the fourth embodiment of the steering knuckle;

FIG. 17 is a front view of a fifth embodiment of the steering knuckle; and,

FIG. 18 is a perspective view of the fifth embodiment of the steering knuckle.

The broken line showing of portions of the steering knuckle forms no part of the claimed design.

1 Claim, 18 Drawing Sheets

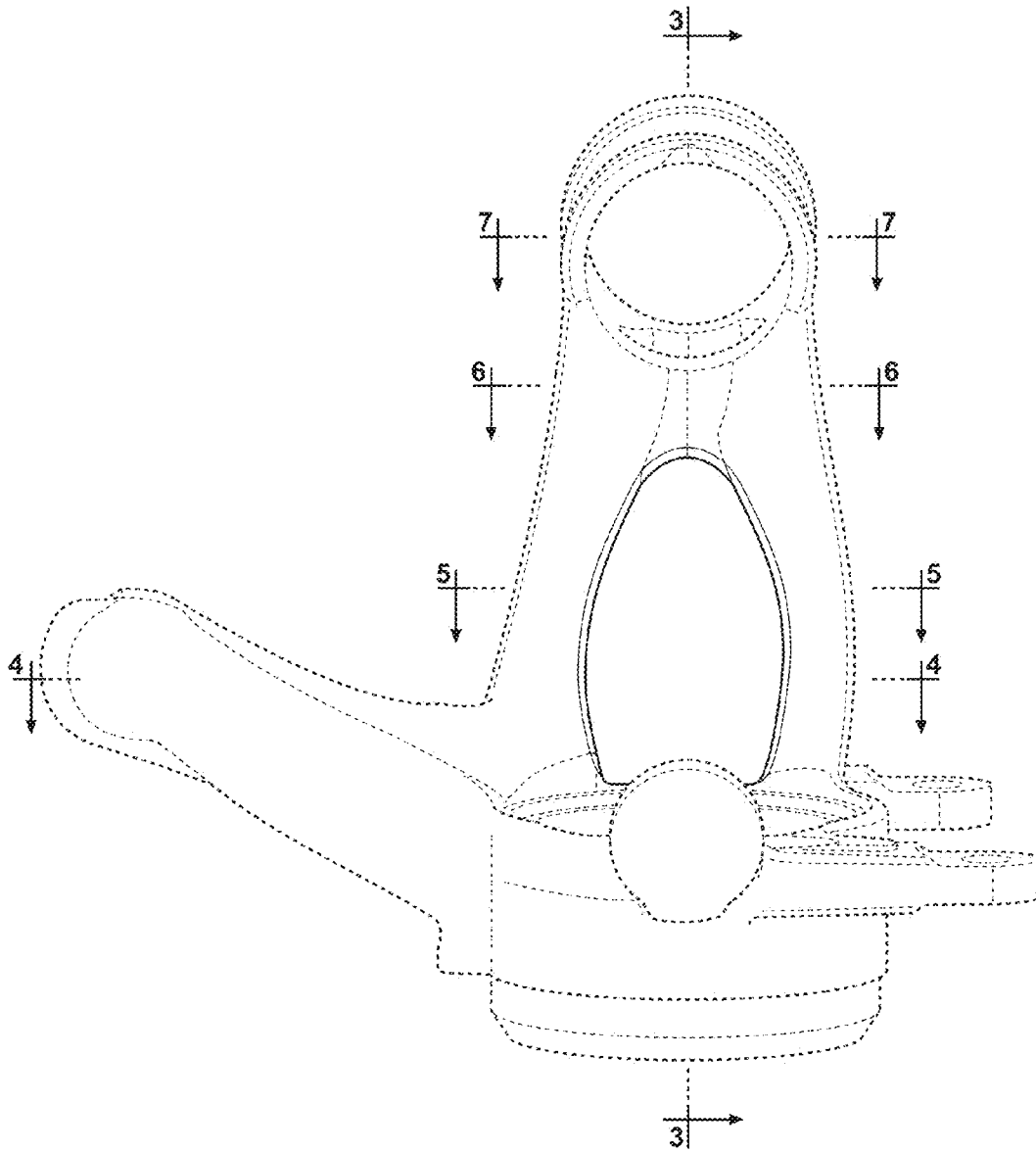


FIG. 1

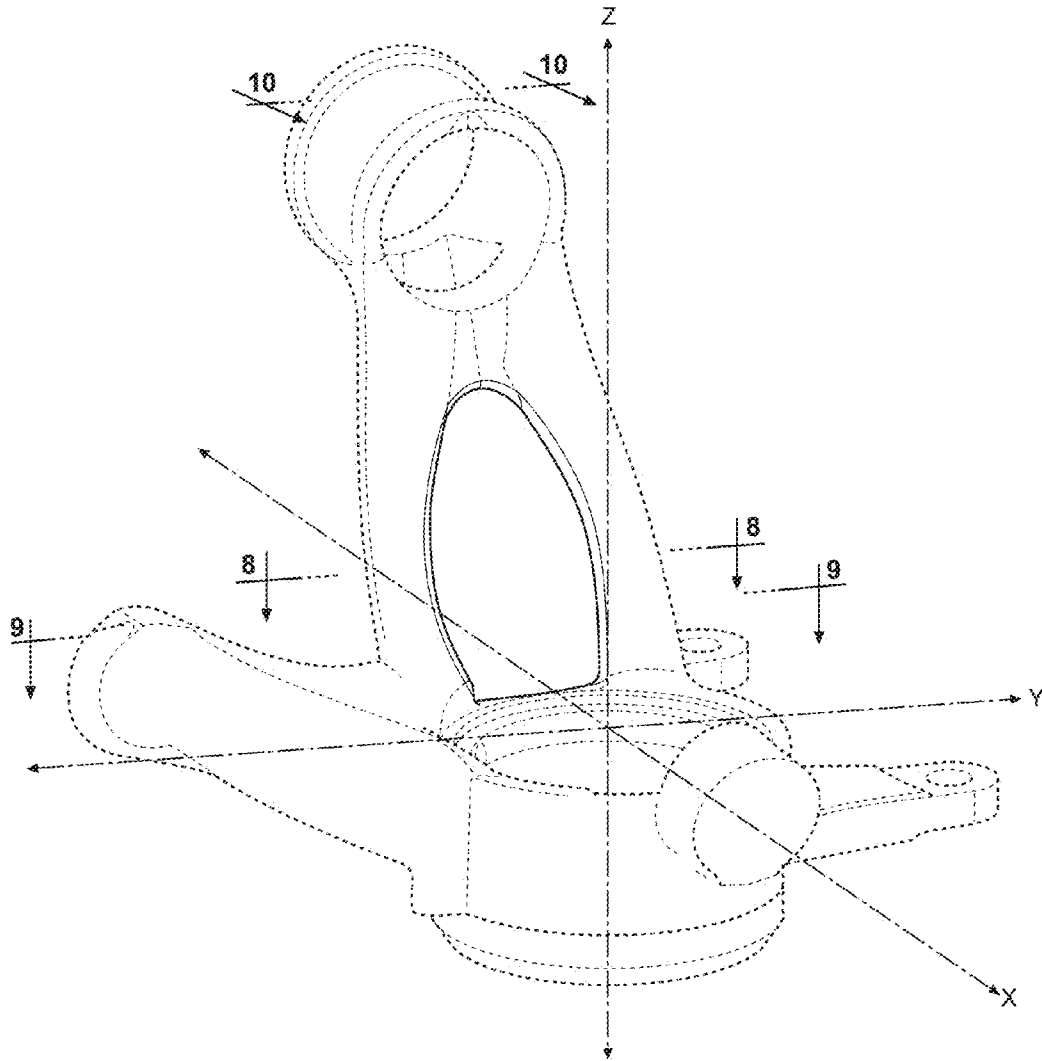


FIG. 2

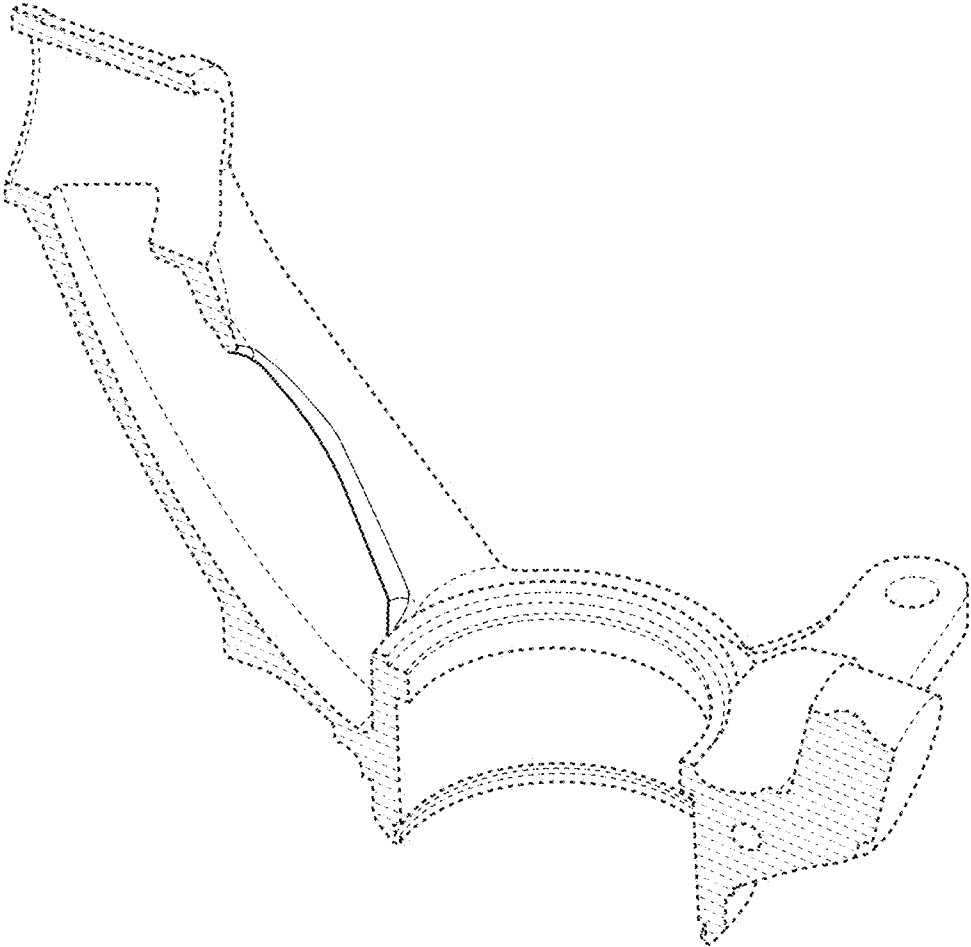


FIG. 3

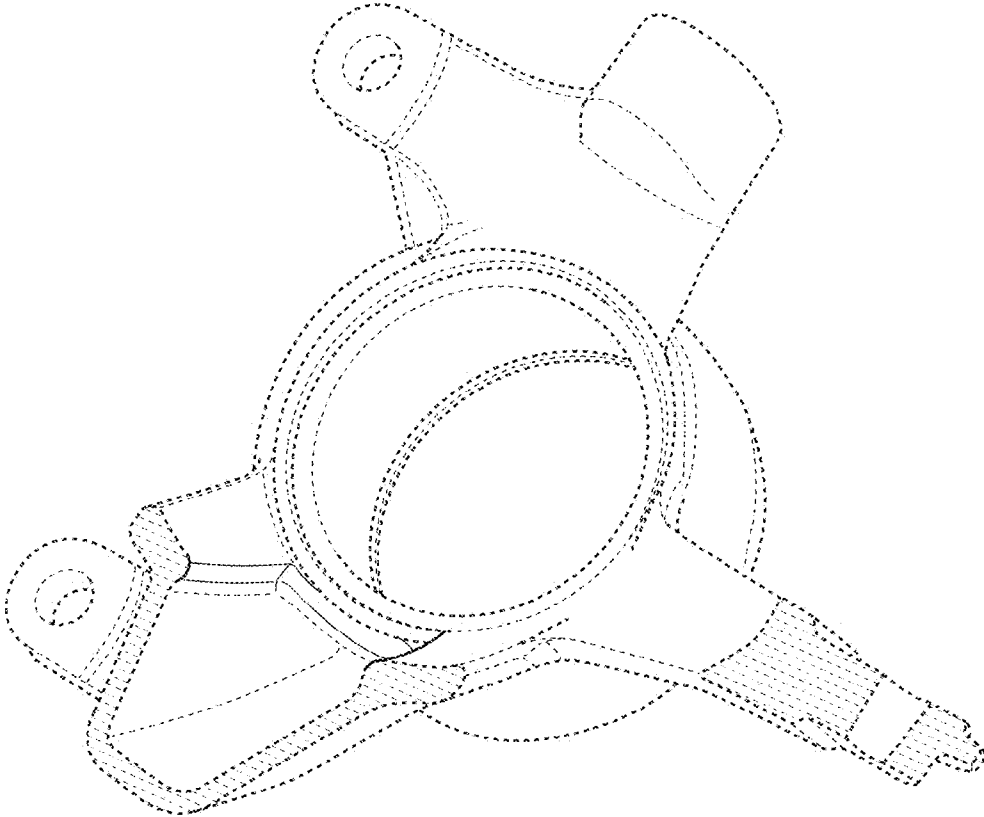


FIG. 4

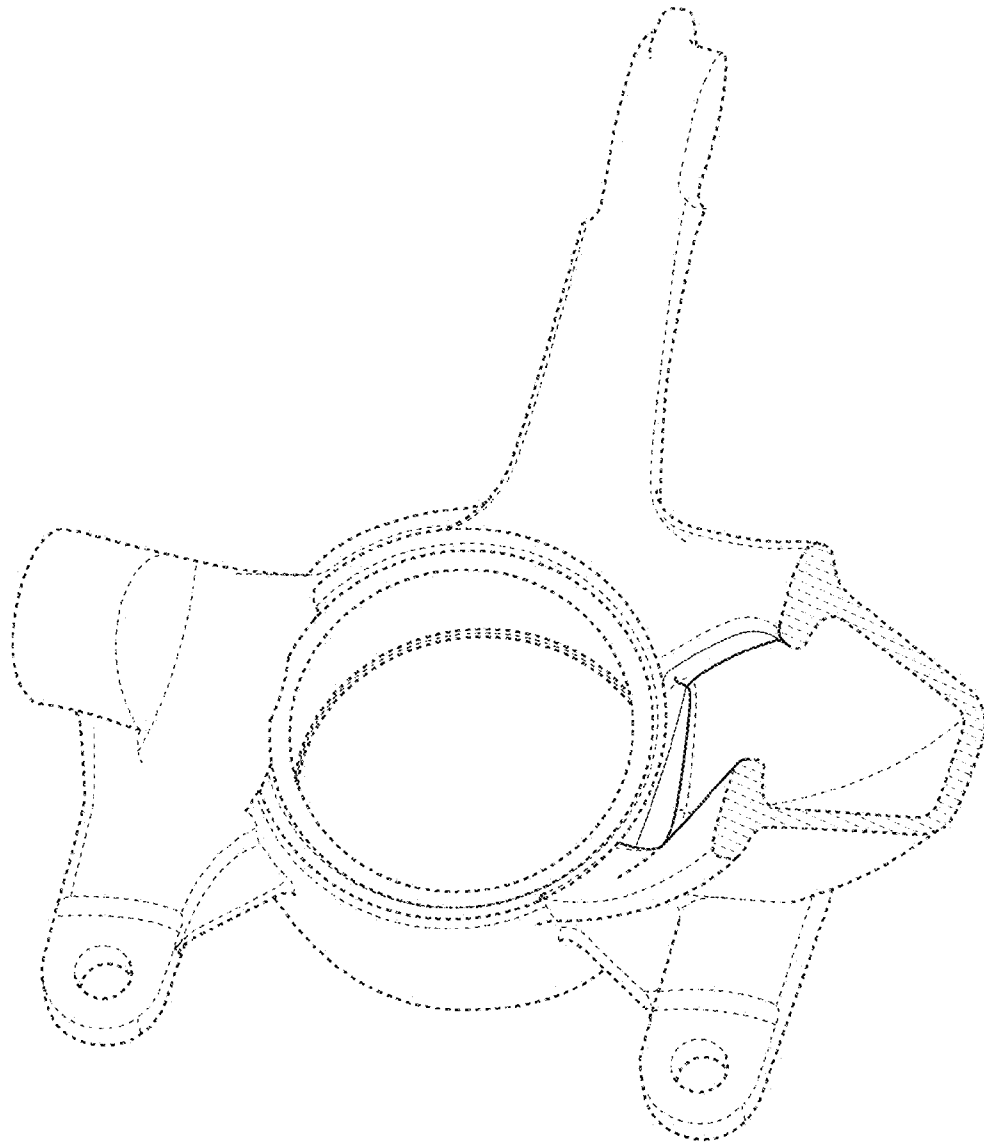


FIG. 5

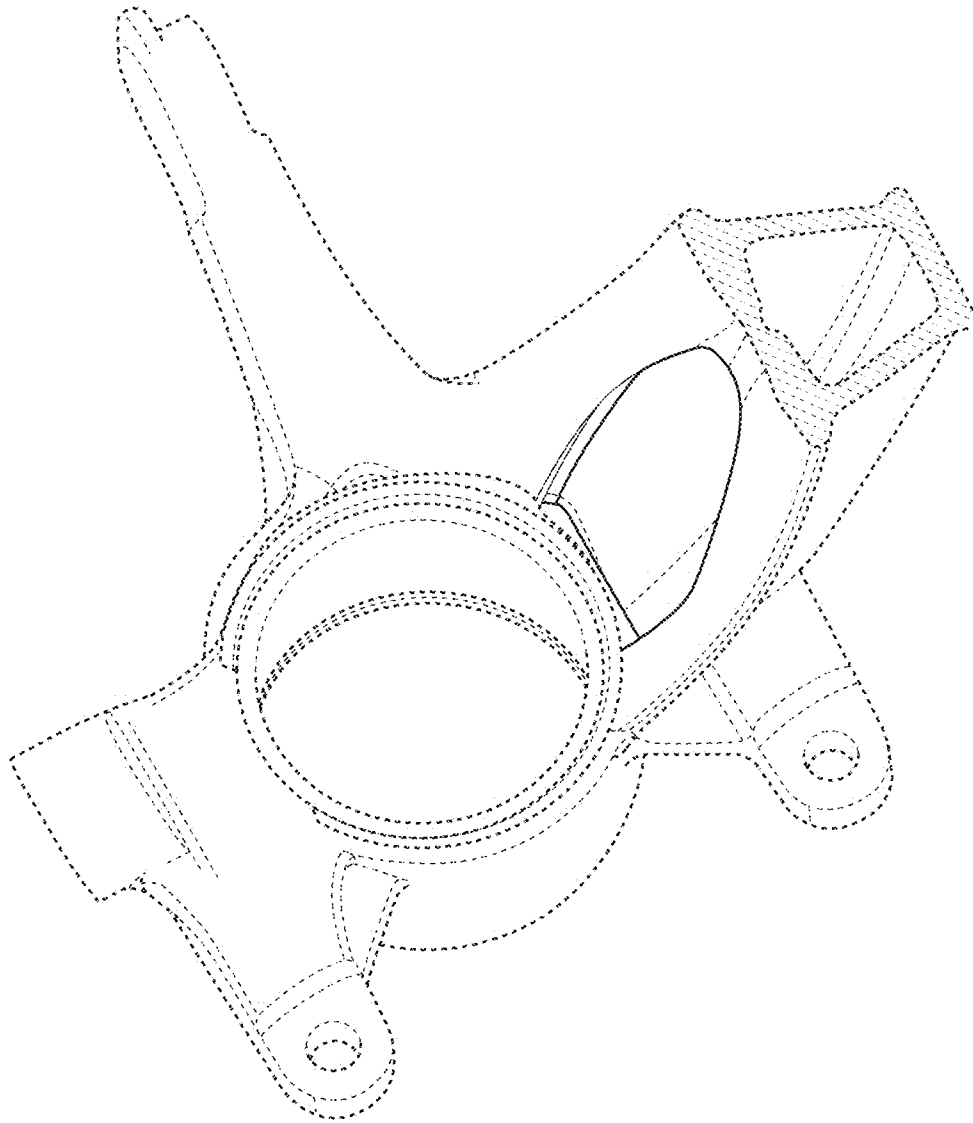


FIG. 6

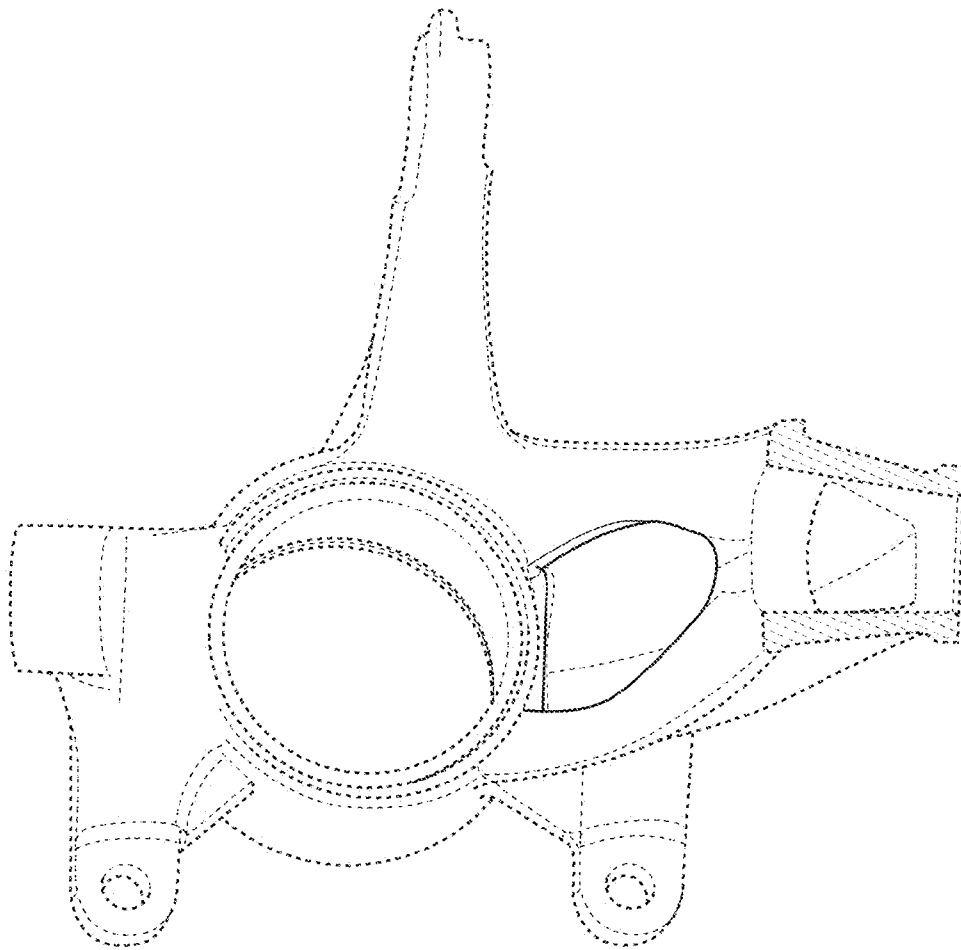


FIG. 7

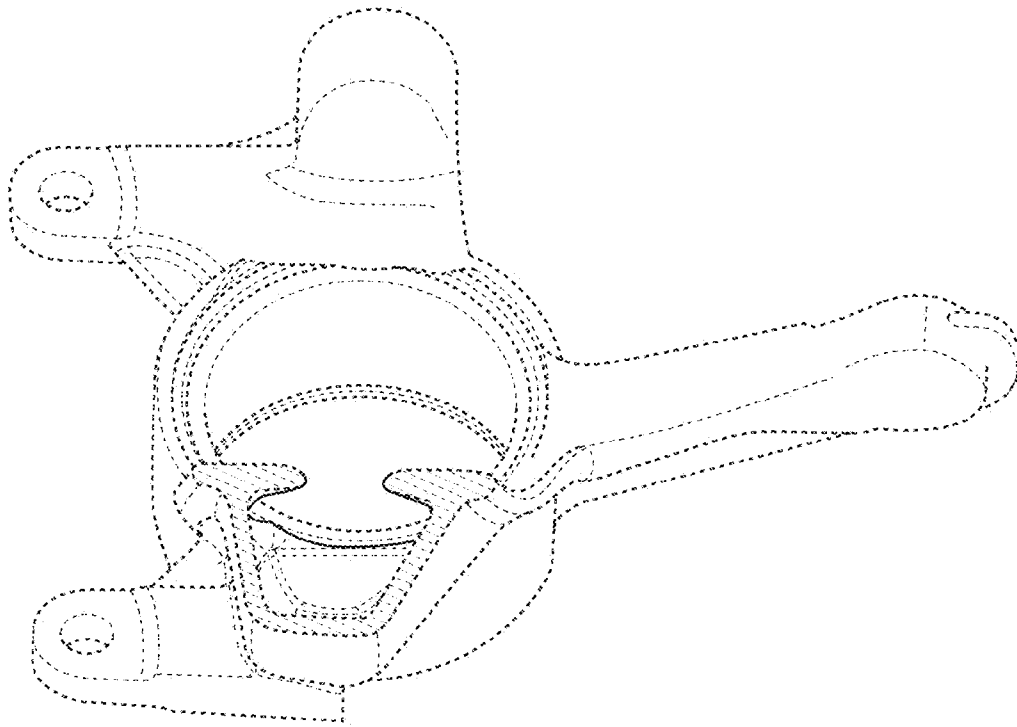


FIG. 8

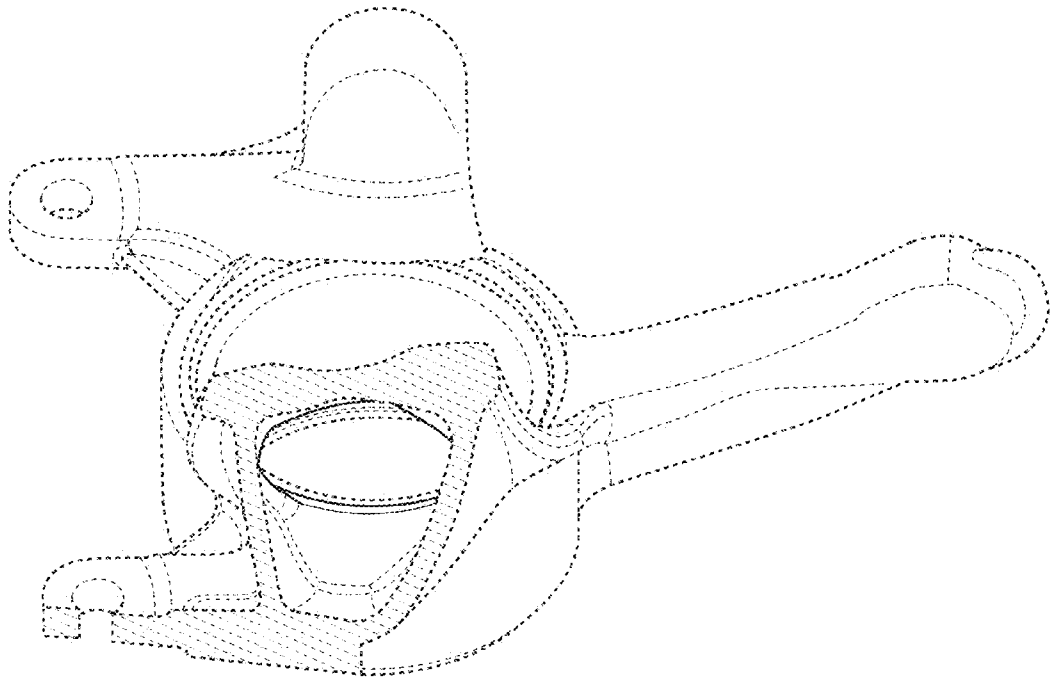


FIG. 9

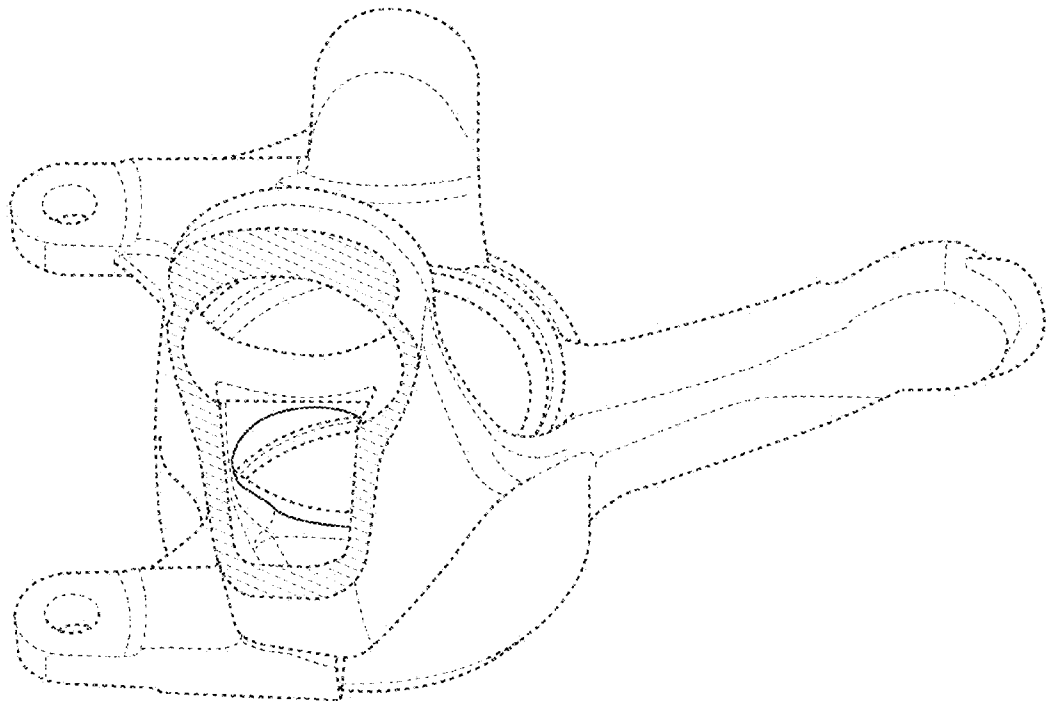


FIG. 10

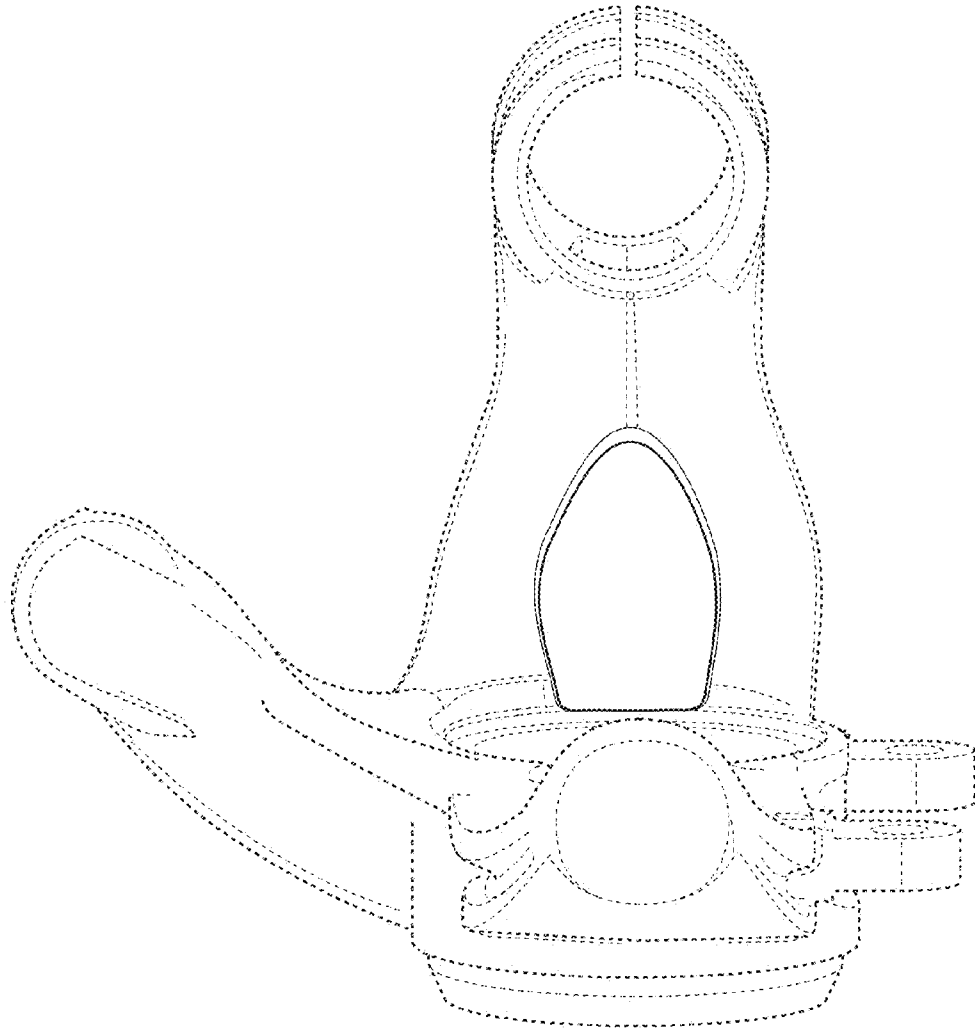


FIG. 11

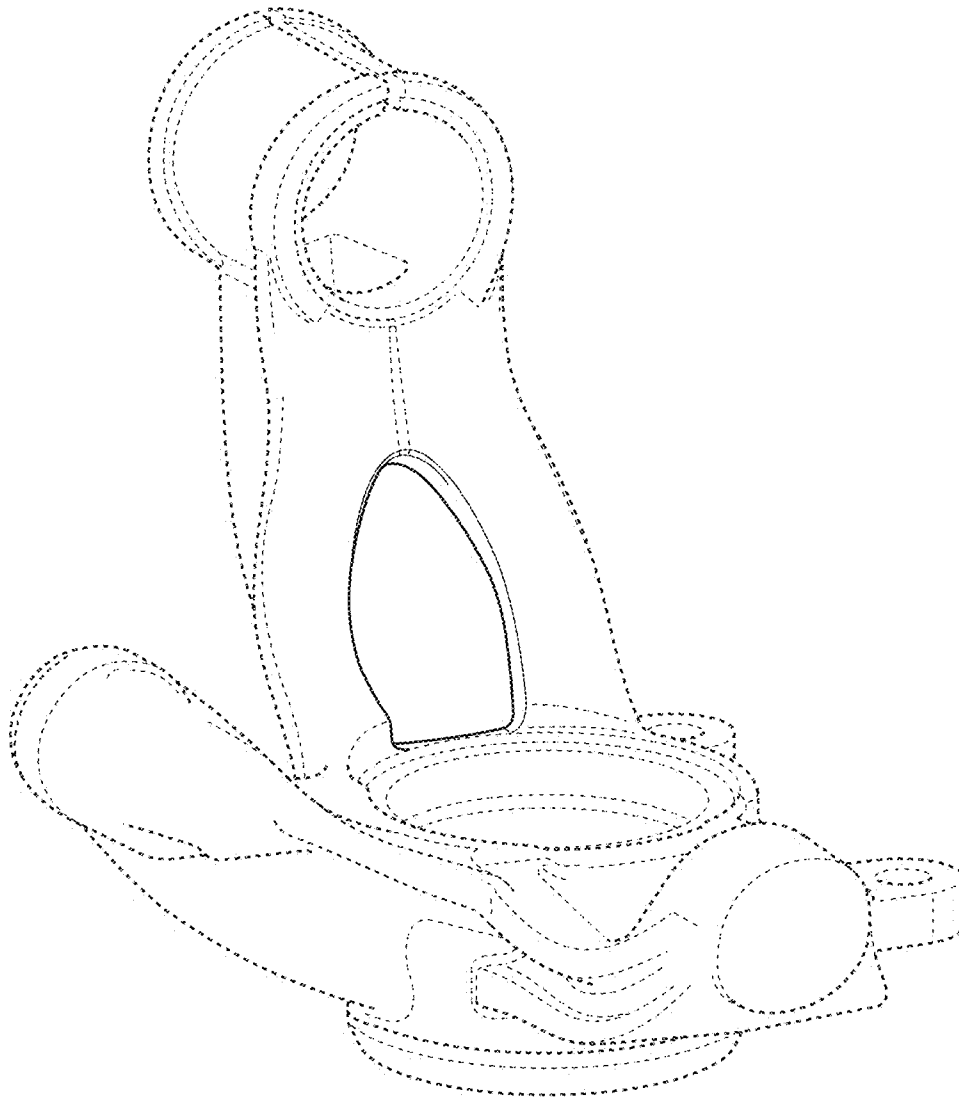


FIG. 12

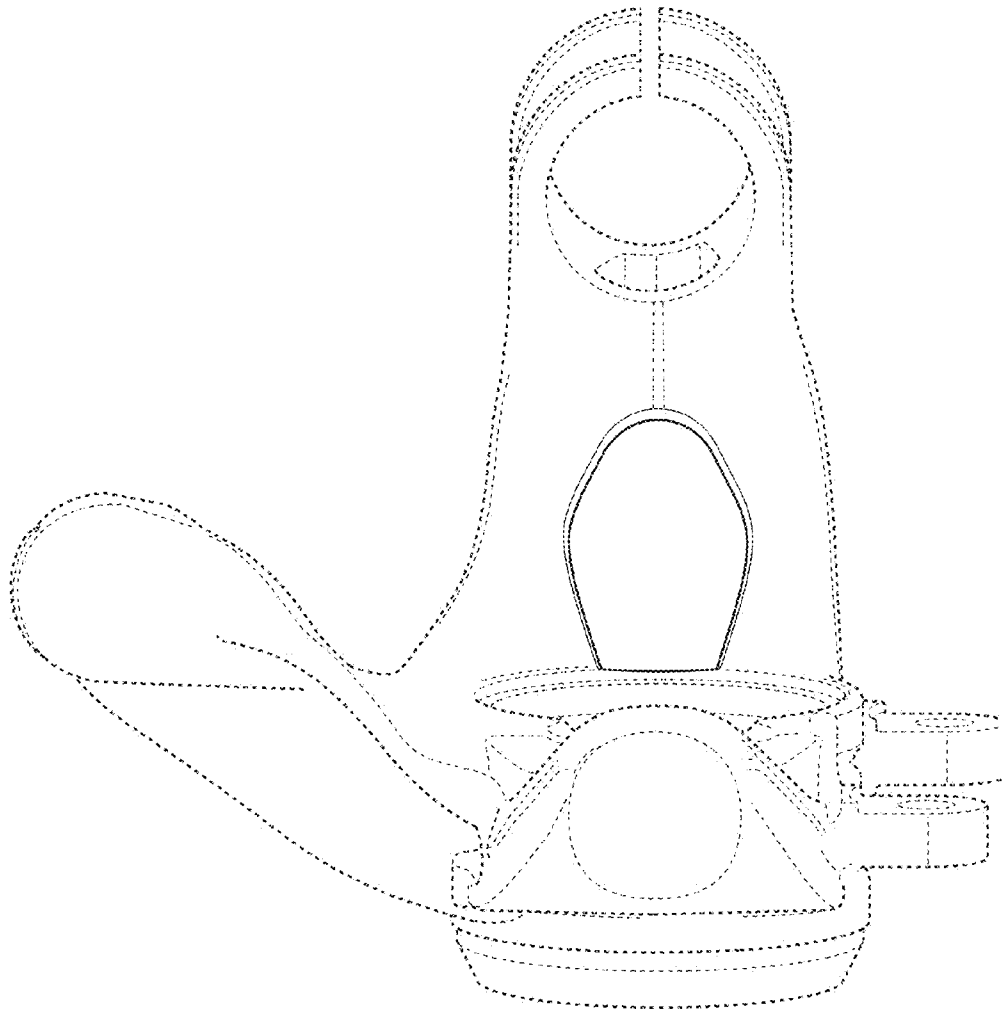


FIG. 13

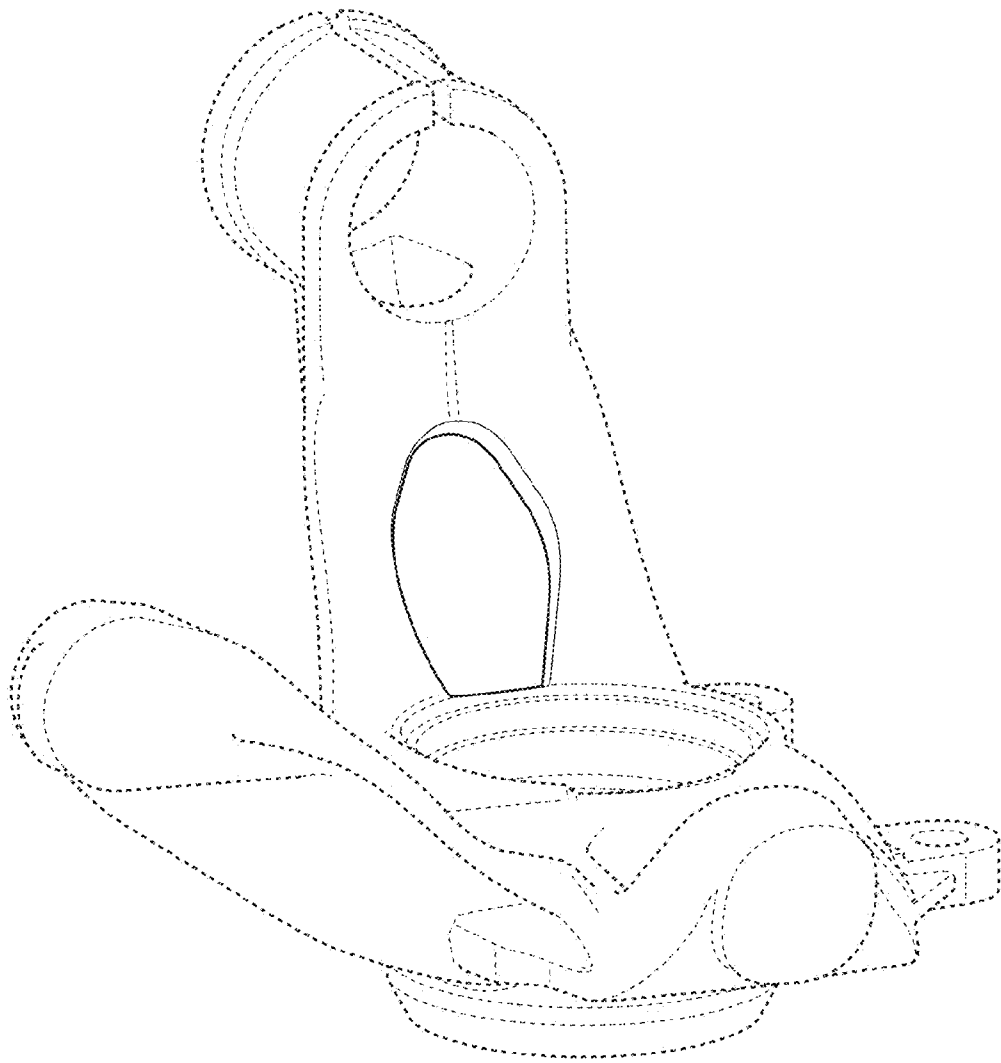


FIG. 14

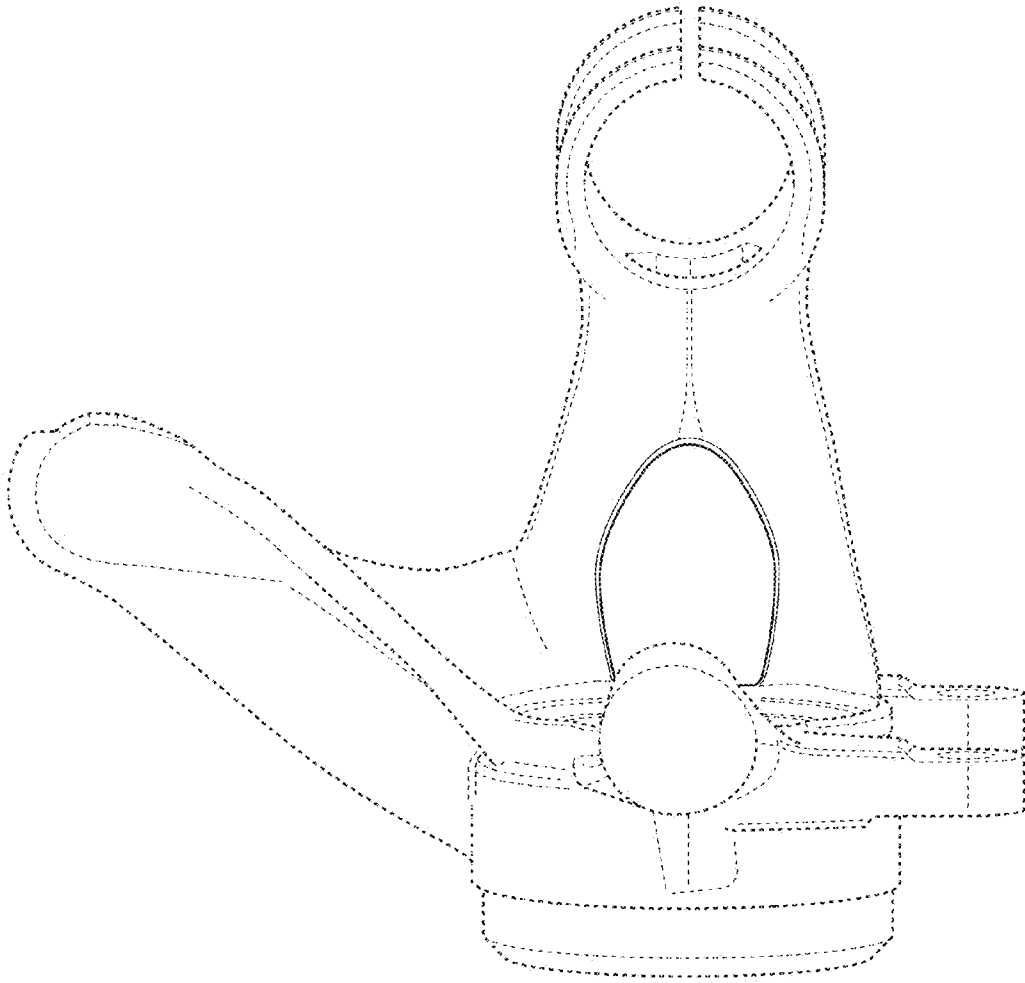


FIG. 15

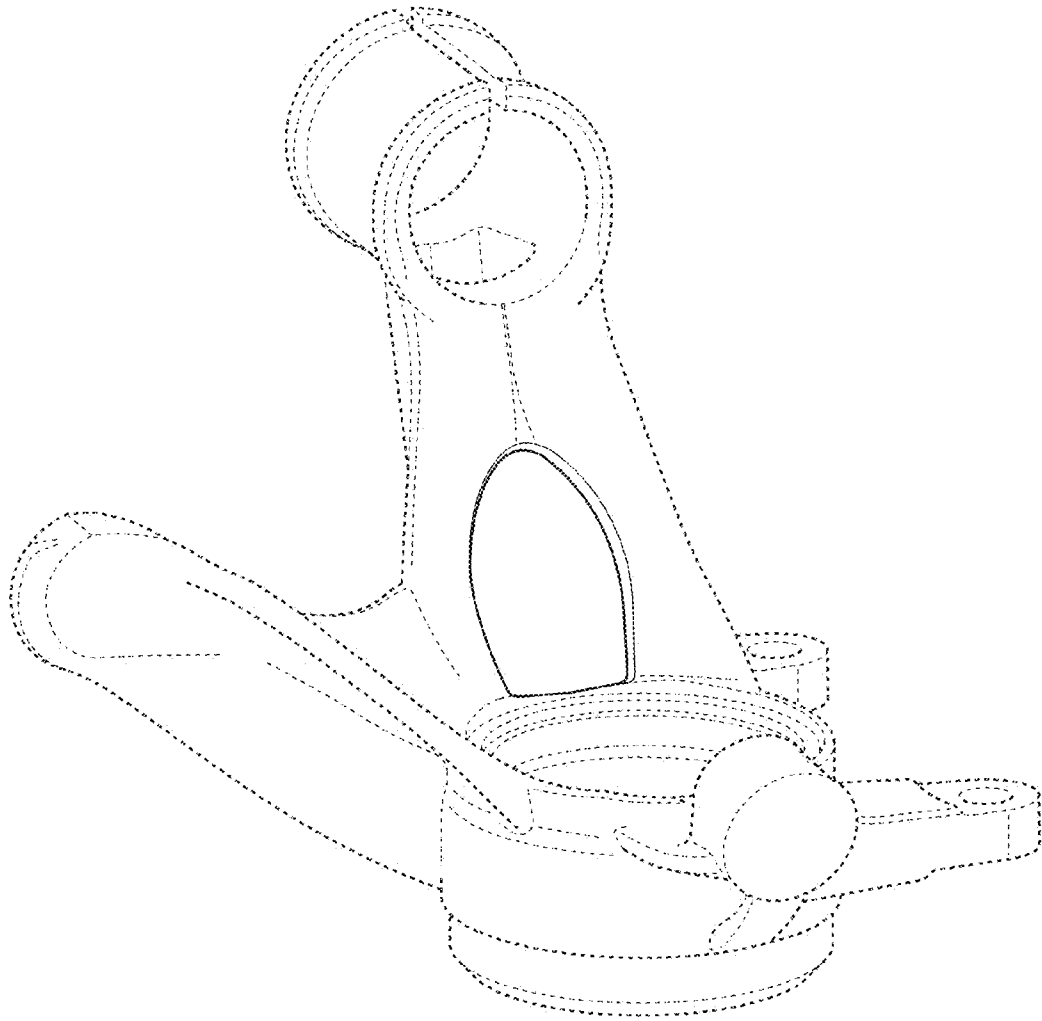


FIG. 16

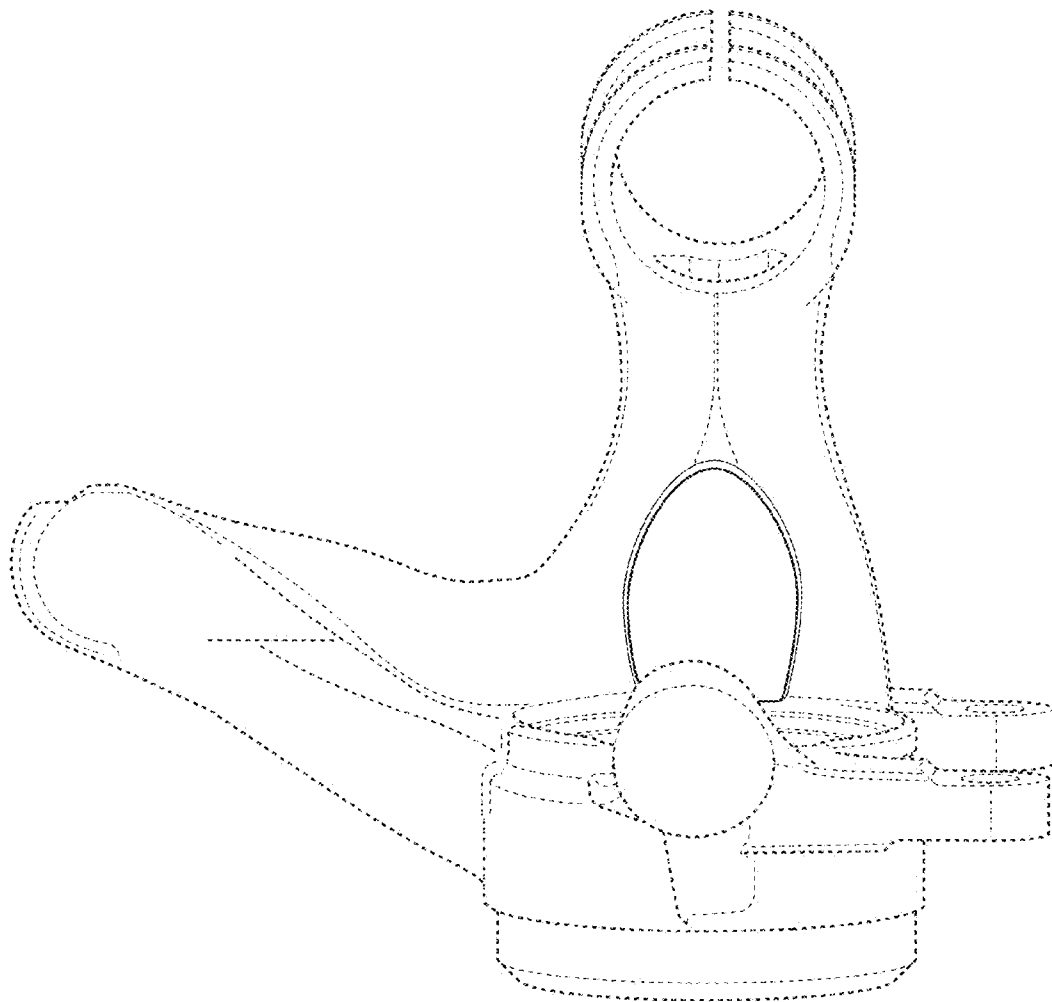


FIG. 17

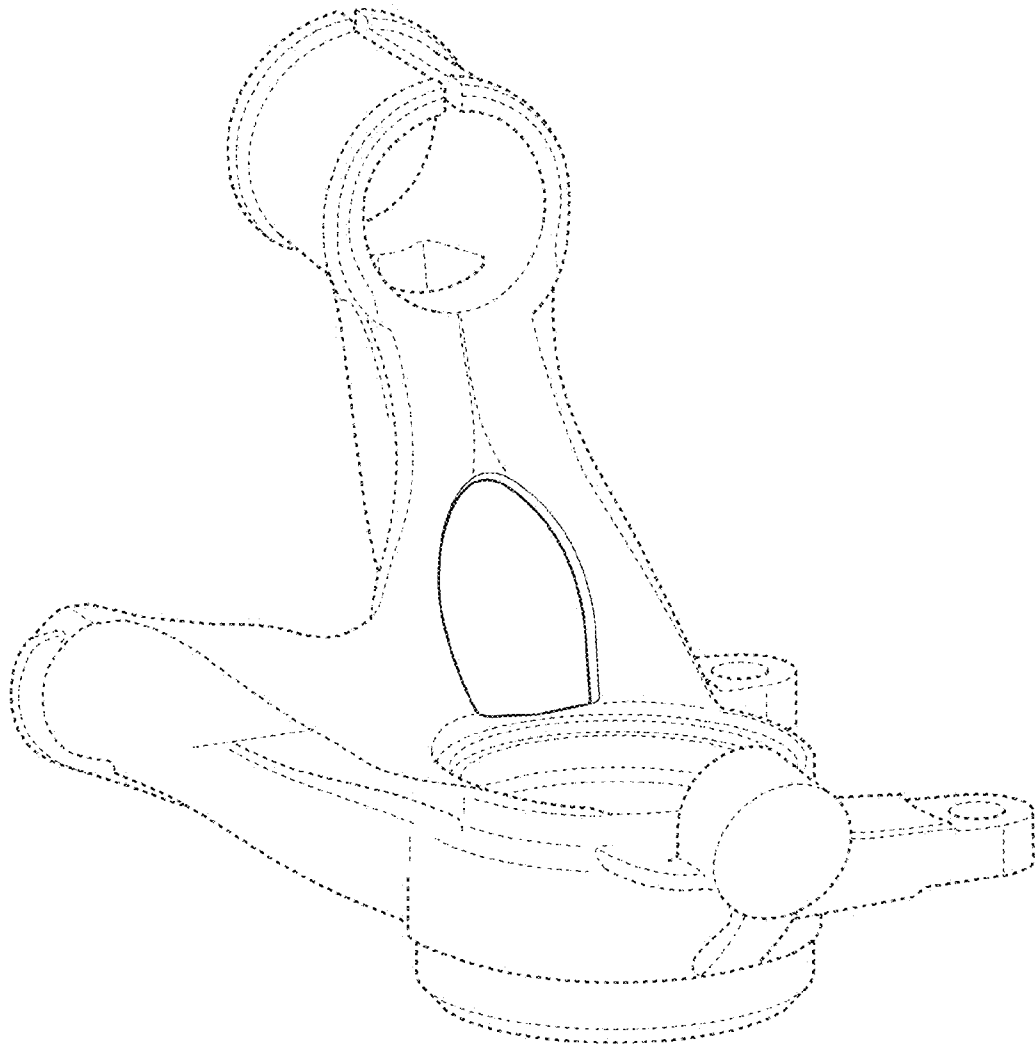


FIG. 18