



US00D379787S

# United States Patent [19]

Maxwell et al.

[11] Patent Number: **Des. 379,787**

[45] Date of Patent: **\*\*Jun. 10, 1997**

[54] **TIRE TREAD**

[75] Inventors: **Paul B. Maxwell, Mamer; Maurice Graas, Reichlange; John C. M. Munster, Bridel, all of Luxembourg**

[73] Assignee: **The Goodyear Tire & Rubber Company, Akron, Ohio**

[\*\*] Term: **14 Years**

[21] Appl. No.: **41,886**

[22] Filed: **Jul. 26, 1995**

[51] LOC (6) Cl. .... **12-15**

[52] U.S. Cl. .... **D12/147**

[58] Field of Search ..... D12/136, 141, D12/146-151; 152/209 R, 209 D

### [56] References Cited

#### U.S. PATENT DOCUMENTS

D. 288,915	3/1987	Kadomaru .....	D12/147
D. 292,079	9/1987	Ikeda .....	D12/145
D. 294,931	3/1988	Ikeda .....	D12/147
D. 294,932	3/1988	Hayama .....	D12/147
D. 296,682	7/1988	Turchetti et al. ....	D12/147
D. 336,273	6/1993	Kohara et al. ....	D12/147
D. 336,627	6/1993	Hirose .....	D12/147
D. 337,291	7/1993	Hirose .....	D12/147
D. 340,895	11/1993	Himuro .....	D12/147
D. 341,112	11/1993	Kobayashi et al. ....	D12/147
D. 341,347	11/1993	Kobayashi .....	D12/147
D. 344,054	2/1994	Attinello et al. ....	D12/151
D. 350,103	8/1994	Graas .....	D12/151
D. 355,876	2/1995	Diensthuber .....	D12/151

D. 358,793	5/1995	Himuro et al. ....	D12/151
4,726,407	6/1981	Hayakawa .....	152/209 R
5,154,783	10/1992	Kuhr et al. ....	152/209 R
5,178,697	1/1993	Watanabe et al. ....	152/209 R
5,223,059	6/1993	Himuro .....	152/209 R
5,234,042	8/1993	Kuhr et al. ....	152/209 R
5,370,168	12/1994	Boiocchi et al. ....	152/209 R
5,375,639	12/1994	Suzuki et al. ....	152/209 R
5,423,364	6/1995	Himuro .....	152/209 R

#### OTHER PUBLICATIONS

Toyo Proxes Z1 tire, *1994 Tread Design Guide*, p. 63.

Primary Examiner—James M. Gandy  
Assistant Examiner—Robert M. Spear  
Attorney, Agent, or Firm—T. P. Lewandowski

#### [57] CLAIM

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

#### DESCRIPTION

FIG. 1 is a perspective view of a tire tread, it being understood that the pattern is repeated uniformly throughout the circumference of the tread;

FIG. 2 is a front elevational view thereof;

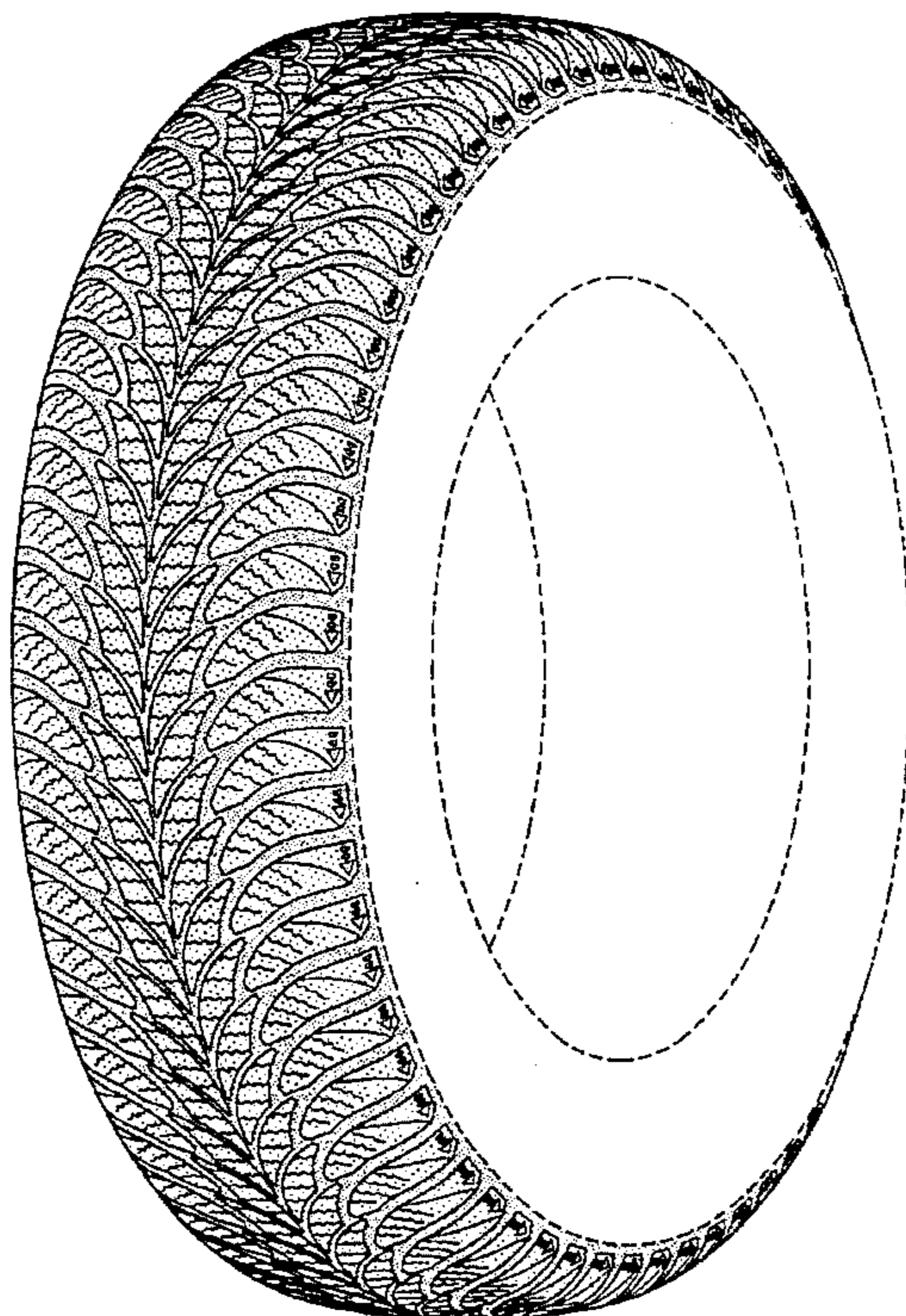
FIG. 3 is a side elevational view thereof;

FIG. 4 is an opposite side elevational view thereof; and,

FIG. 5 is an enlarged fragmentary front view thereof.

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

**1 Claim, 5 Drawing Sheets**



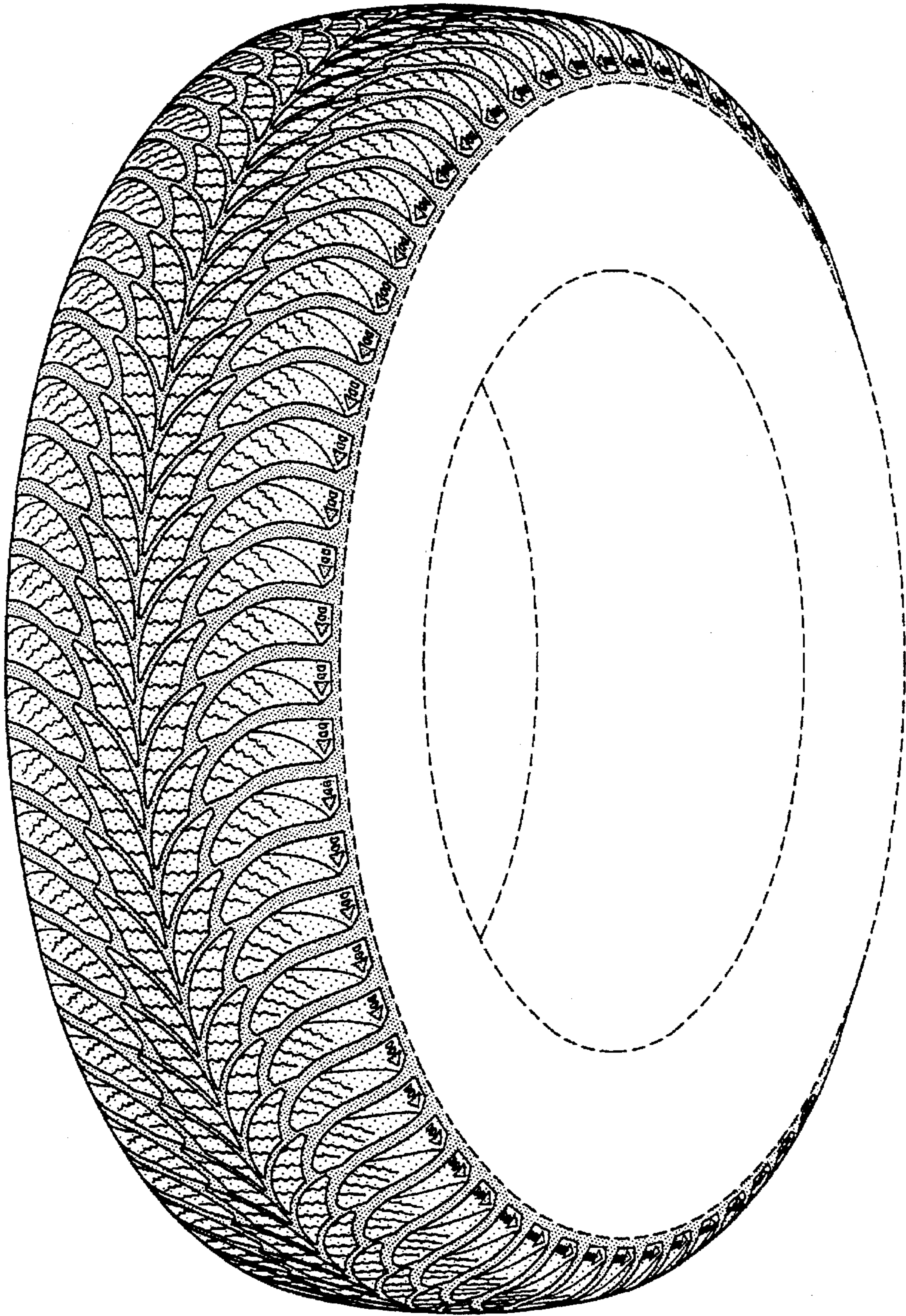


FIG-1

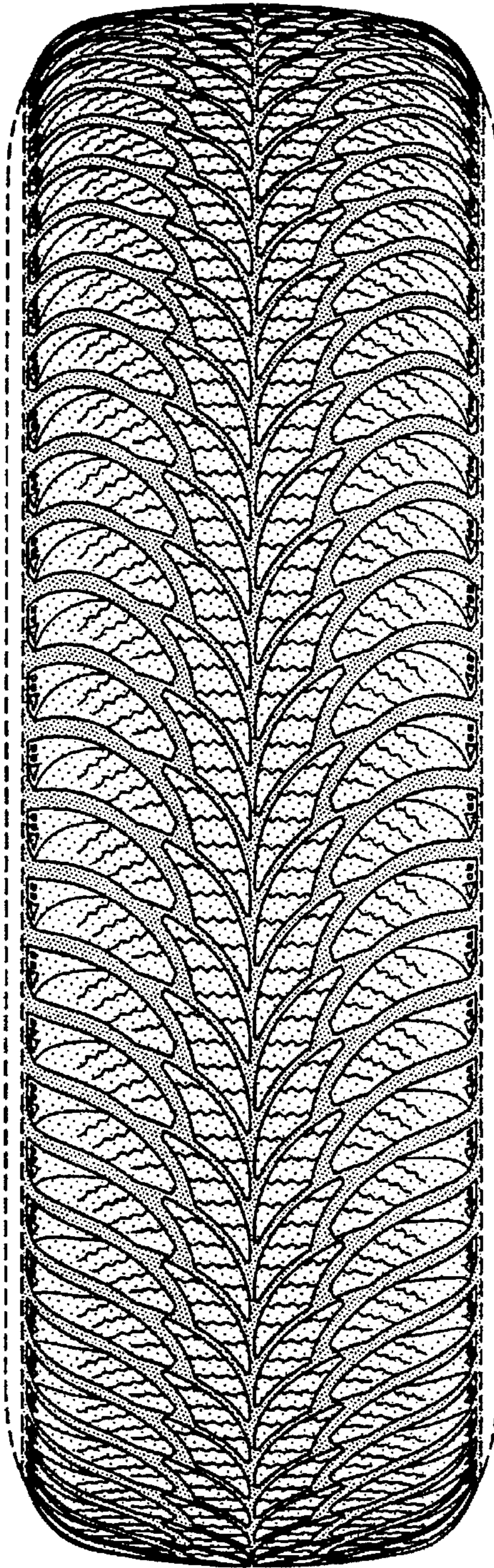


FIG-2

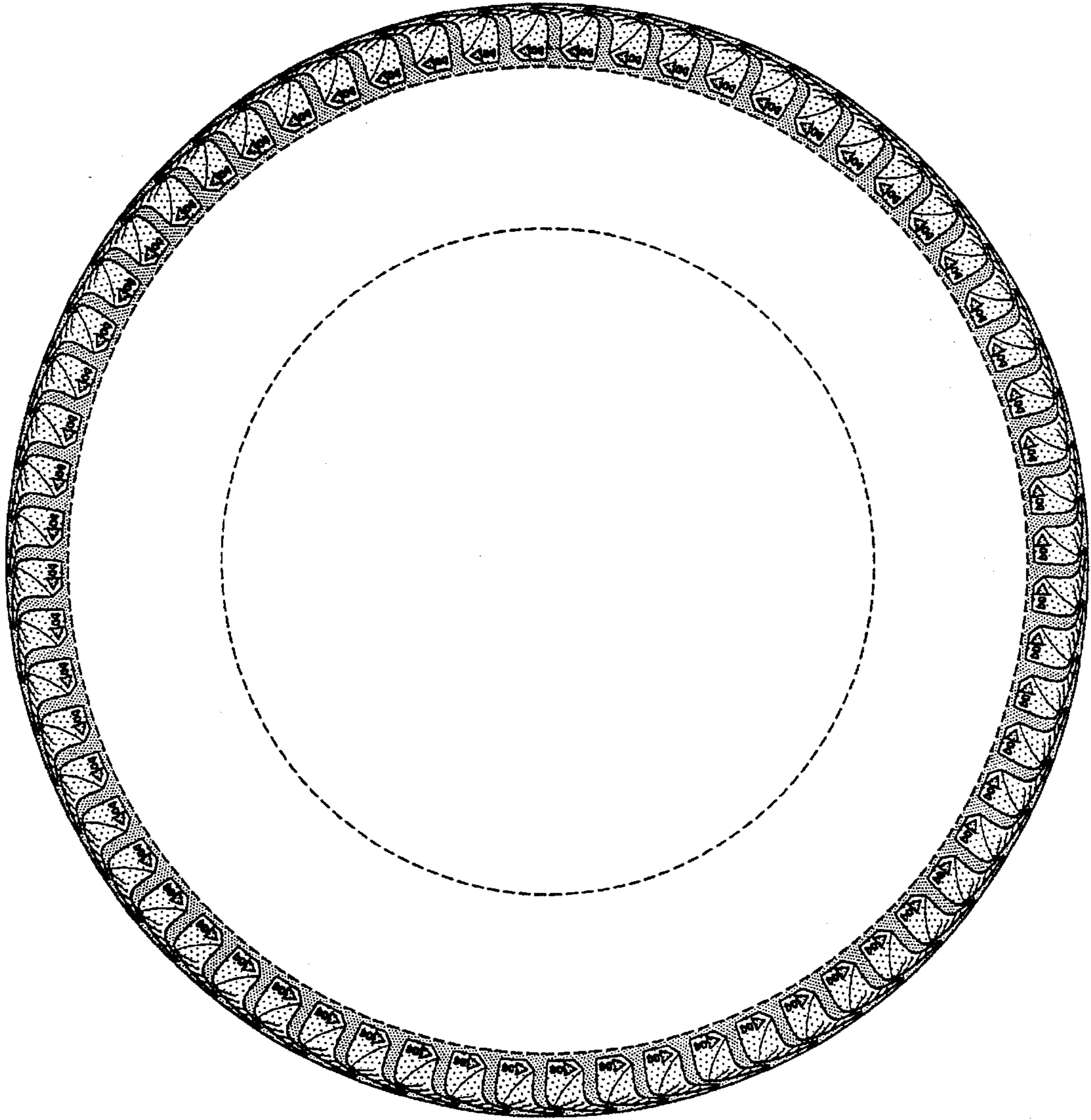


FIG-3

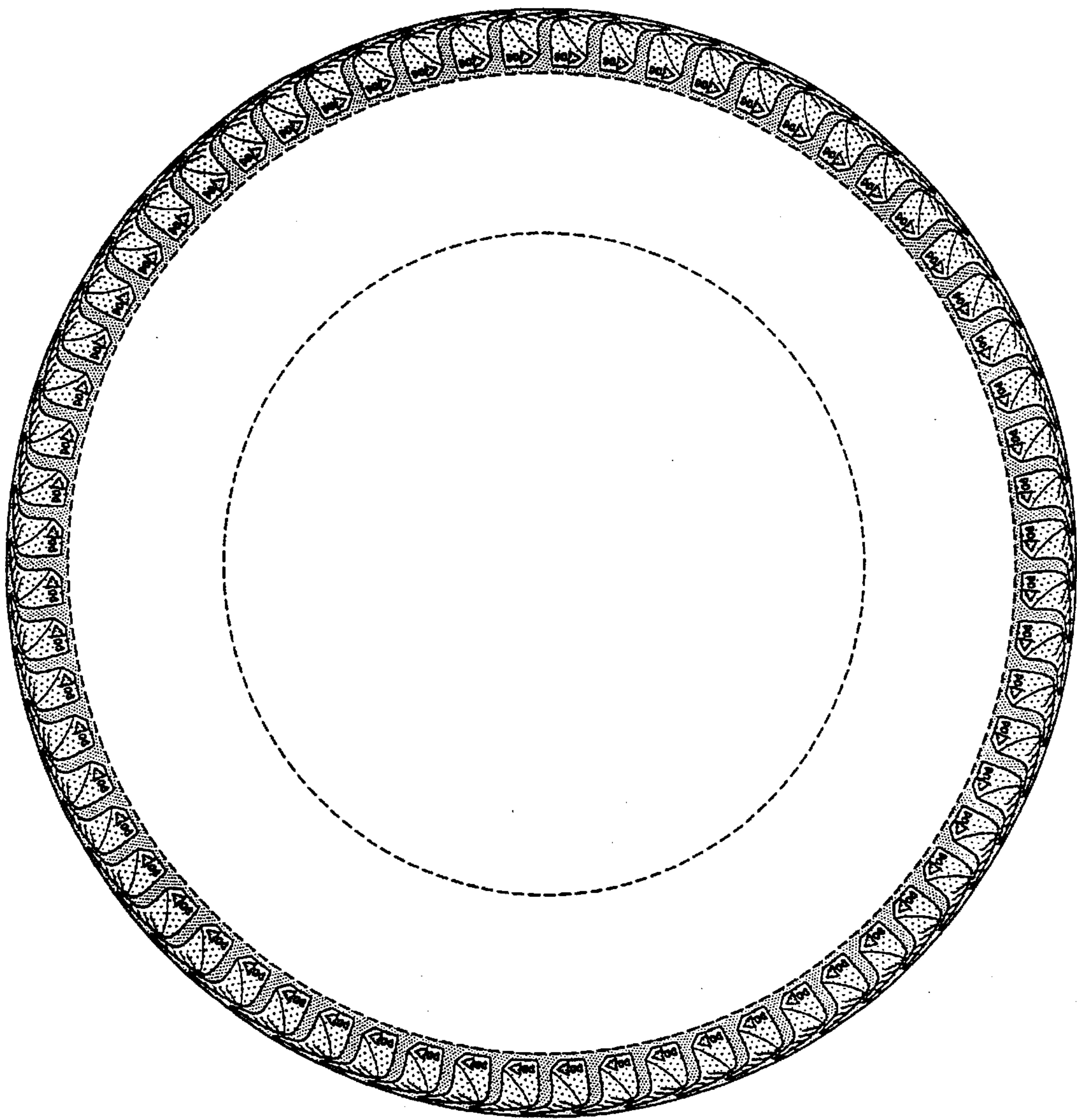


FIG-4

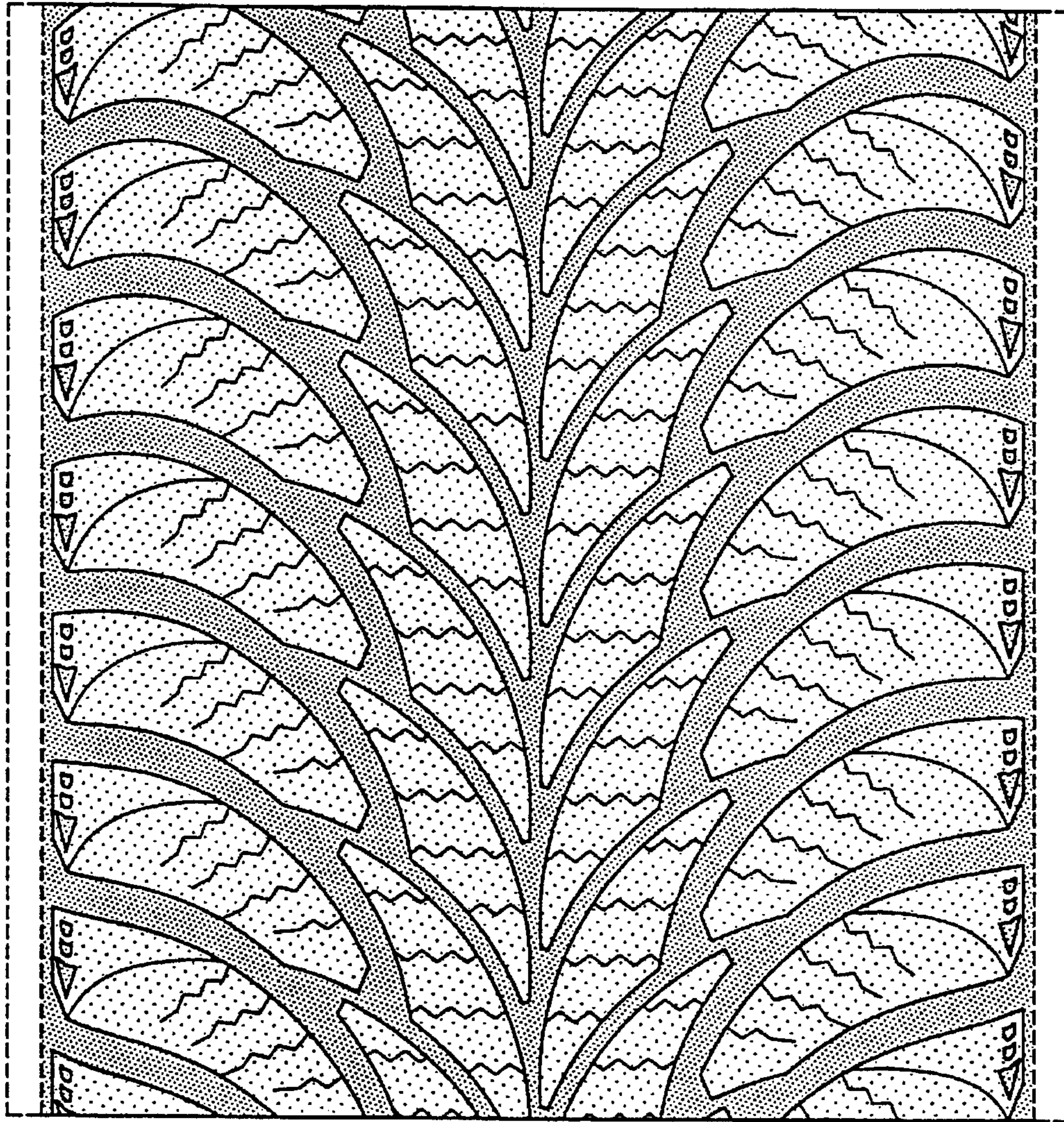


FIG-5