



US00D381942S

United States Patent [19]

Ford, III et al.

[11] Patent Number: Des. 381,942

[45] Date of Patent: **Aug. 5, 1997

[54] TIRE TREAD

[75] Inventors: **Thomas Latimer Ford, III**, Hartville;
Ronald Lawrence Loeffler, Akron,
both of Ohio

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

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

[21] Appl. No.: **45,835**

[22] Filed: **Oct. 31, 1995**

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

[52] U.S. Cl. **D12/141**

[58] Field of Search D12/136, 138,
D12/141, 146-148; 152/209 A, 209 D,
209 R

[56] References Cited

U.S. PATENT DOCUMENTS

D. 207,382	4/1967	Wadsworth	.....	D12/141
D. 253,642	12/1979	Amarger	.....	12/142
D. 260,142	8/1981	Takigawa et al.	.....	12/146
D. 269,005	5/1983	Hammond et al.	.....	D12/147
D. 288,914	3/1987	Hinkel et al.	.....	12/143
D. 290,941	7/1987	Matsuda	.....	12/142
D. 304,557	11/1989	Ochiai	.....	12/146
D. 317,427	6/1991	Enoki et al.	.....	12/143
D. 317,737	6/1991	Enoki et al.	.....	12/143
D. 318,035	7/1991	Enoki et al.	.....	12/143
D. 352,487	11/1994	Paulin et al.	.....	12/143
4,619,300	10/1986	Tokunaga et al.	.....	152/209
4,630,661	12/1986	Stelzer	.....	152/209
4,697,627	10/1987	Mitsutake	.....	152/209
4,724,878	2/1988	Kabe et al.	.....	152/209
4,735,247	4/1988	Makino et al.	.....	152/209
4,890,658	1/1990	Kabe	.....	152/209
5,246,049	9/1993	Ramcke et al.	.....	152/209
5,373,881	12/1994	Enoki	.....	152/209

FOREIGN PATENT DOCUMENTS

803515	8/1990	Japan	.
3253408	11/1991	Japan	.
3258602	11/1991	Japan	.

OTHER PUBLICATIONS

Bridgestone V-Steel Rib R 187 tire, 1995Tread Design Guide, p. 78 Jan. 1995.

Remington R515 tire, 1995Tread Design Guide, p. 155 Jan. 1995.

Danzig F-3 Tubeless Tire, 1995Tread Design Guide, p. 169 Jan. 1995.

General Super Sand Flotation Tire, 1995Tread Design Guide, p. 174 Jan. 1995.

Stomil Front Wheel tire, 1995Tread Design Guide, p. 202 Jan. 1995.

General S370 tire, Modern Tire Dealer, Feb. 1995, p. 50, illustration center of page. Feb. 1995.

Goodyear G357 tire, Modern Tire Dealer, Aug. 1995, p. 47, top and center of page. Aug. 1995.

Primary Examiner—James Gandy

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 repeats uniformly throughout the circumference of the tread;

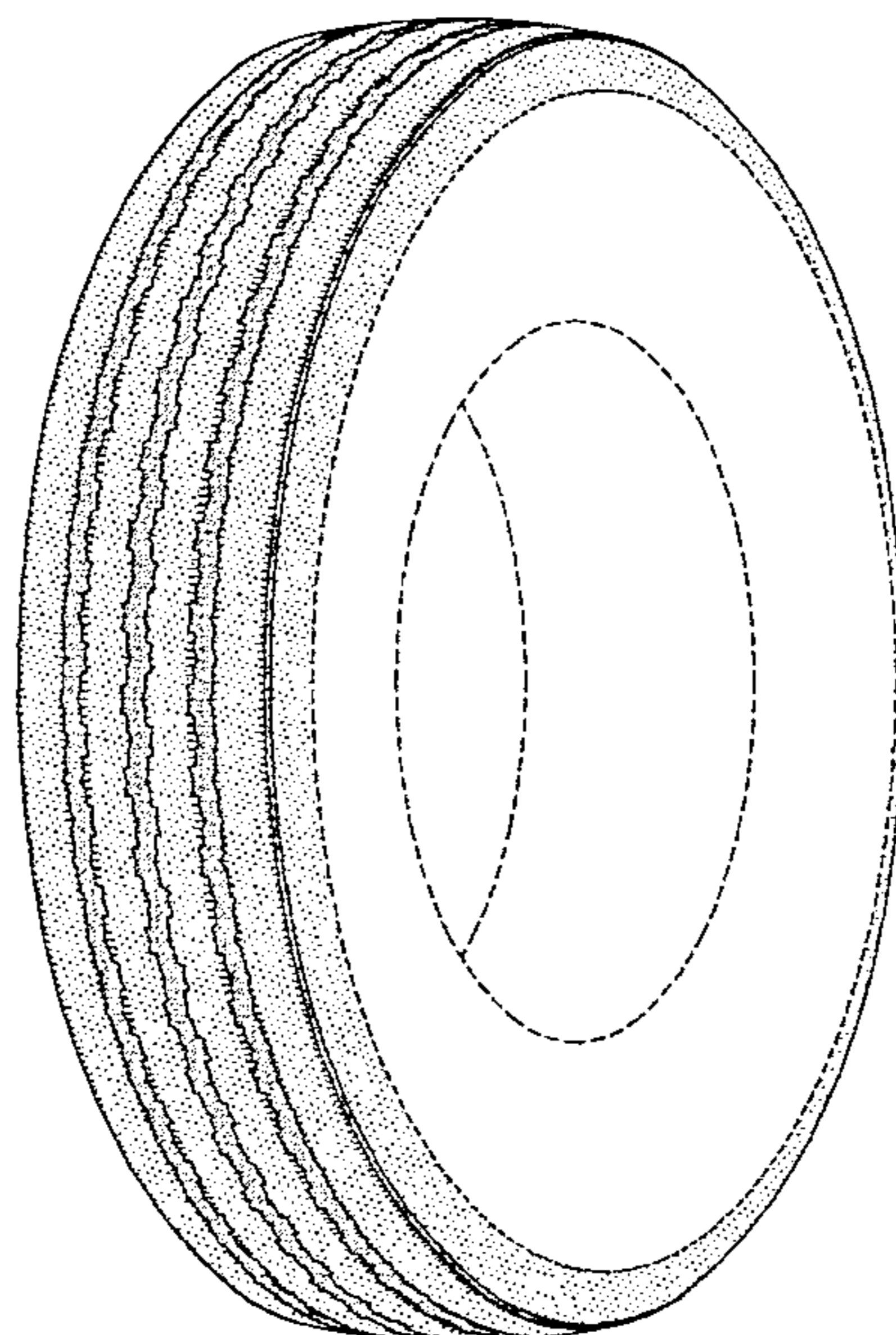
FIG. 2 is a front elevational view thereof;

FIG. 3 is a side elevational view thereof, the opposite side elevational view being identical thereto; and,

FIG. 4 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, 4 Drawing Sheets



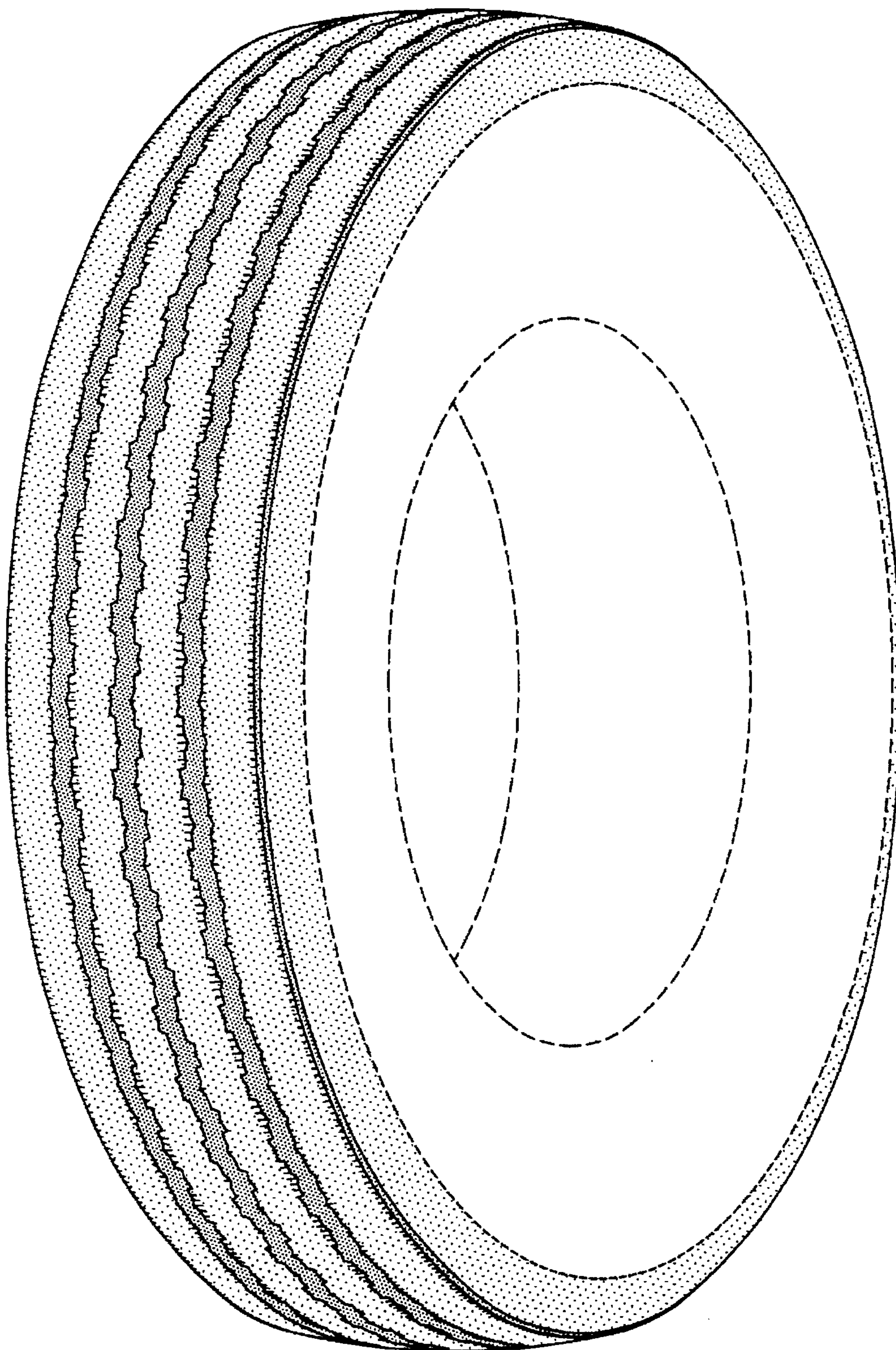


FIG-1

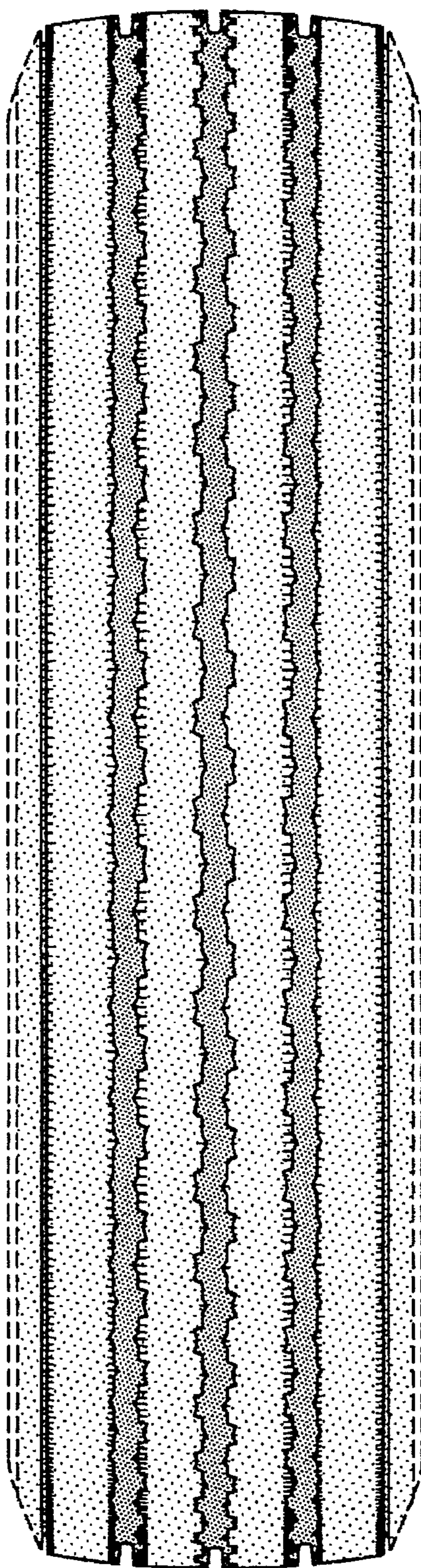


FIG-2

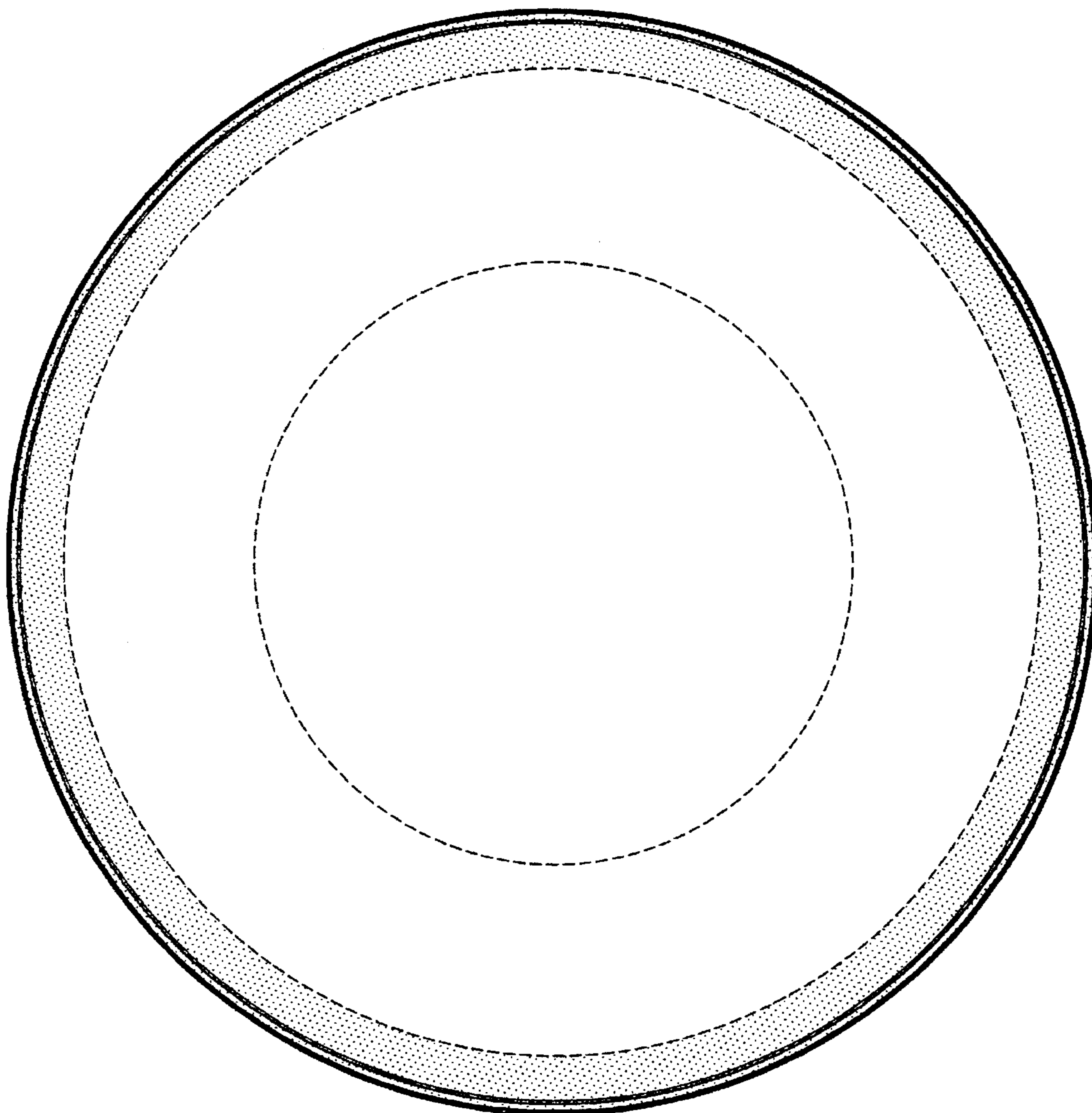


FIG-3

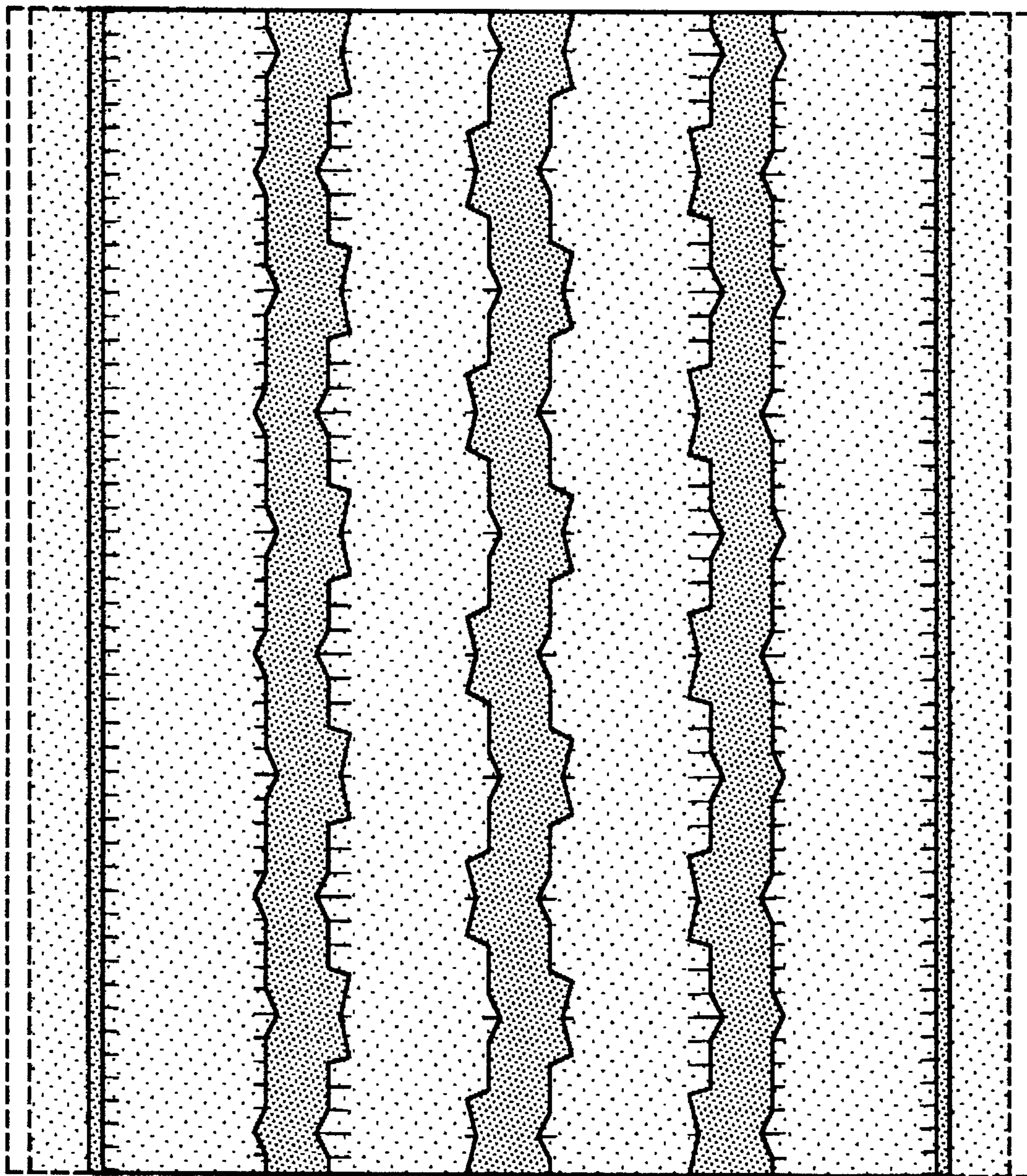


FIG-4