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# United States Patent [19]

Young et al.

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[45] Date of Patent: **\*\*Dec. 8, 1998**

[54] **TIRE TREAD**

5,445,201 8/1995 Kukimoto et al. .... 152/290 R  
5,524,686 6/1996 Takada et al. .... 152/209 R

[75] Inventors: **Austin Gale Young; Deborah Lynn Young**, both of Copley; **Robert John Hermann**, Stow, all of Ohio

### OTHER PUBLICATIONS

Capitol LT Highway Tire, 1996 Tread Design Guide, p. 83, Feb. 1996.

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

Goodyear Unisteel G159 Tire, 1996 Tread Design Guide, p. 97, Feb. 1996.

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

Remington LT 325 Steel Hwy. Radial Tire, 1996 Tread Design Guide, p. 113, Feb. 1996.

[21] Appl. No.: **78,032**

Bridgestone R294 Tire, 1996 Tread Design Guide, p. 125, Feb. 1996.

[22] Filed: **Oct. 15, 1997**

Dayton Radial Highway Service Tire, 1996 Tread Design Guide, p. 131, Feb. 1996.

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

Firestone T-589 Radial Tire, 1996 Tread Design Guide, p. 135, Feb. 1996.

[52] **U.S. Cl.** ..... **D12/142**

[58] **Field of Search** ..... D12/136, 138,  
D12/140-143, 146-152; 152/209 R, 209 A,  
209 D

*Primary Examiner*—Robert M. Spear  
*Attorney, Agent, or Firm*—T P Lewandowski

### [56] References Cited

### [57] CLAIM

#### U.S. PATENT DOCUMENTS

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

D. 253,642	12/1979	Amarger	.....	D12/142
D. 265,184	6/1982	Hammond	.....	12/143
D. 288,914	3/1987	Hinkel et al.	.....	12/143
D. 290,103	6/1987	Makino et al.	.....	D12/142
D. 290,941	7/1987	Matsuda	.....	D12/142
D. 313,782	1/1991	Hazama et al.	.....	12/148
D. 317,427	6/1991	Enoki et al.	.....	D12/143
D. 317,737	6/1991	Enoki et al.	.....	D12/143
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D. 326,438	5/1992	Tsukagoshi et al.	.....	D12/142
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### DESCRIPTION

FIG. 1 is a perspective view of a tire tread showing our new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread;

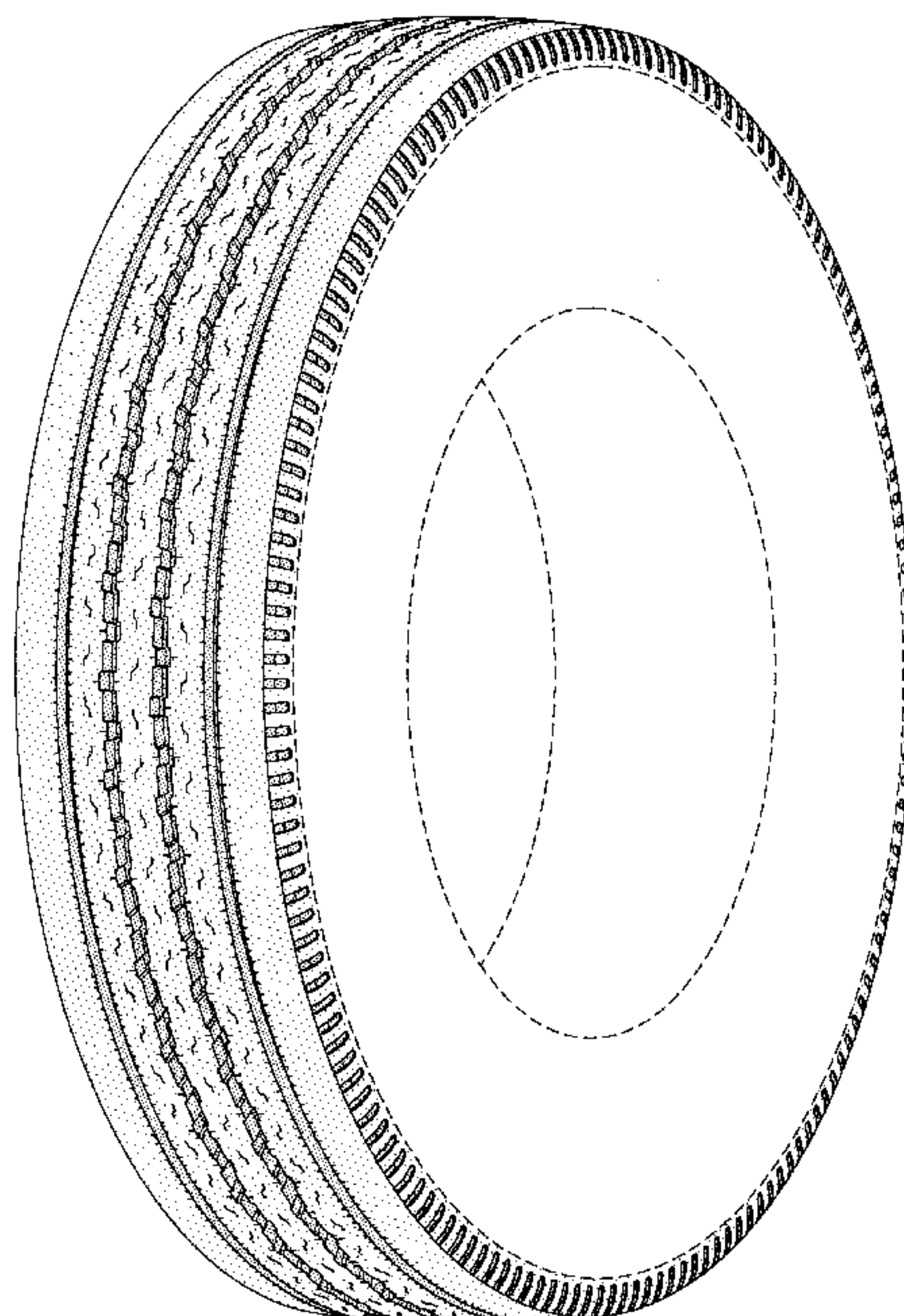
FIG. 2 is a front elevational view thereof;

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

FIG. 4 is an enlarged fragmentary front perspective 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**



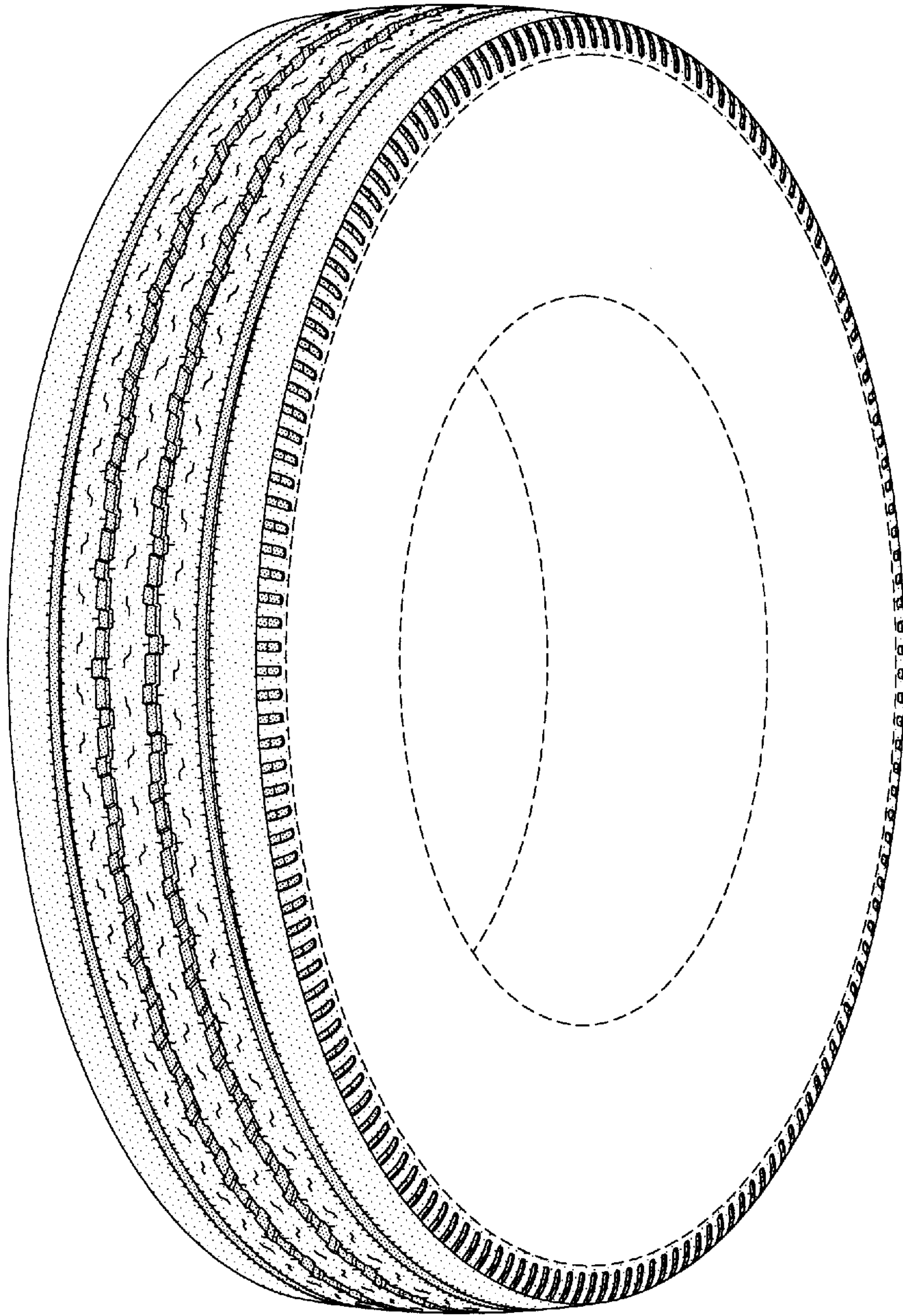


FIG-1



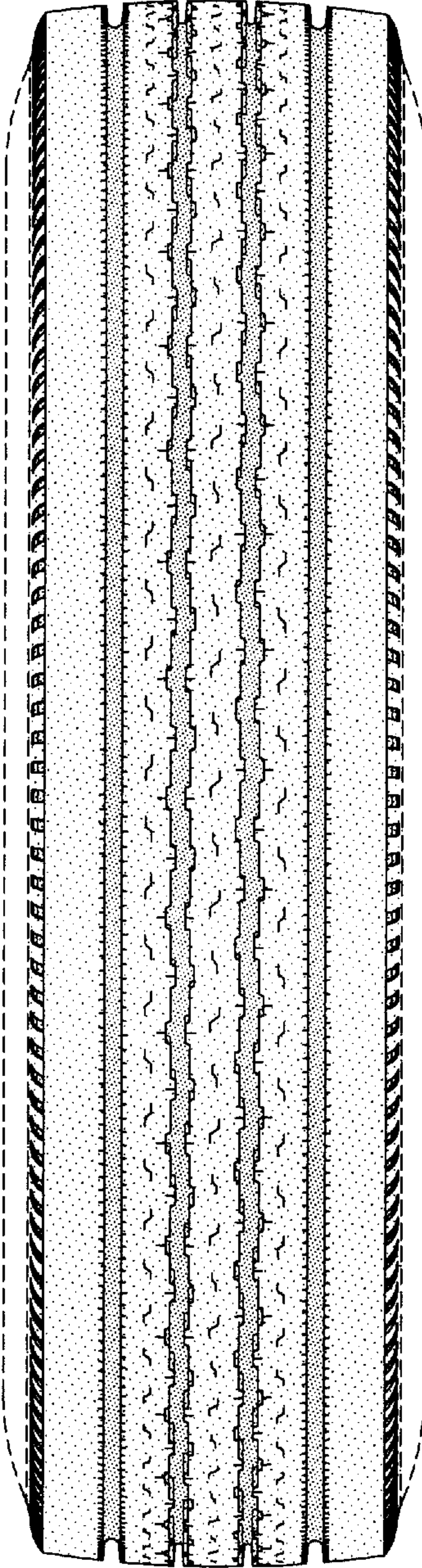


FIG-2

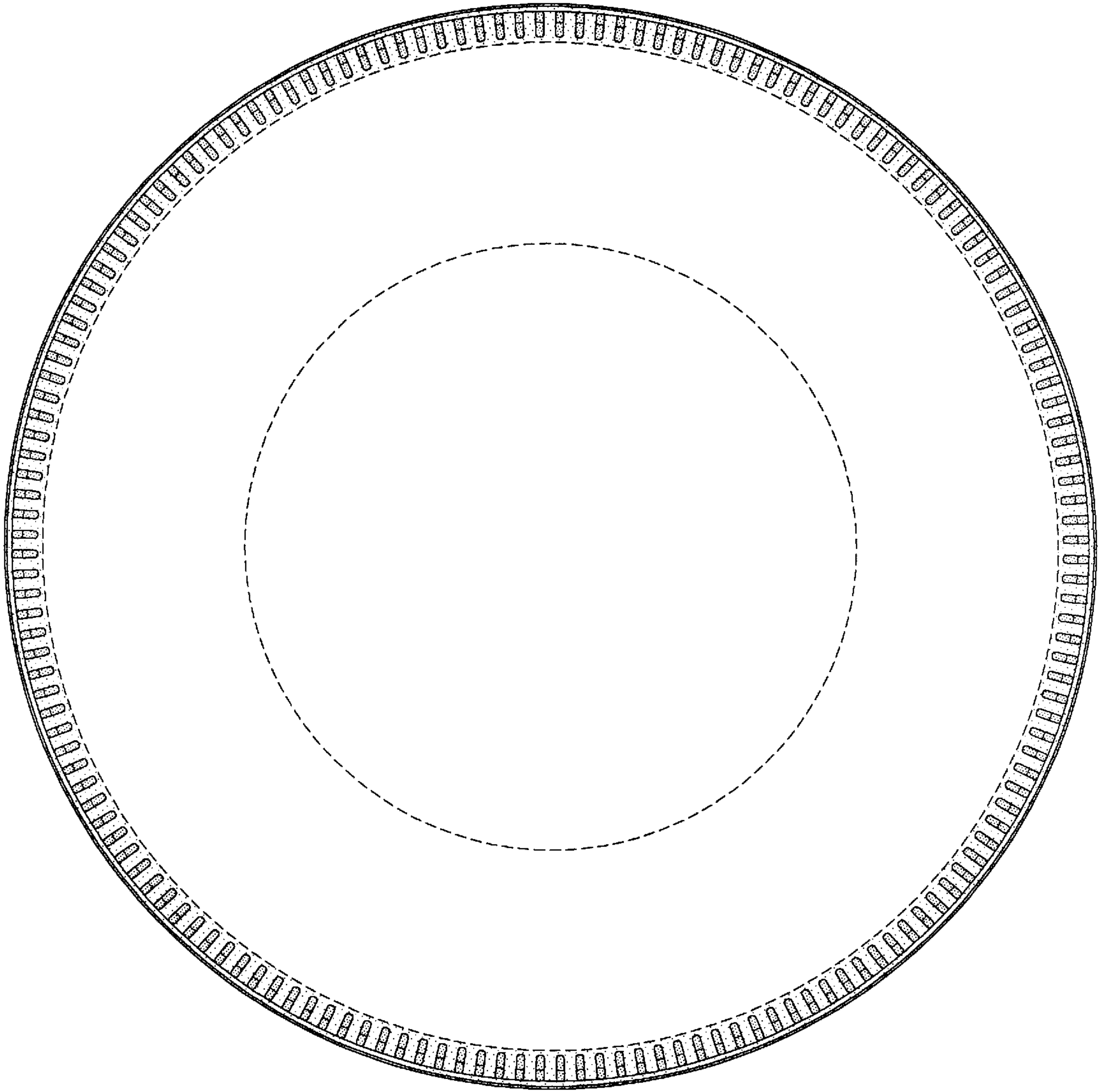


FIG-3

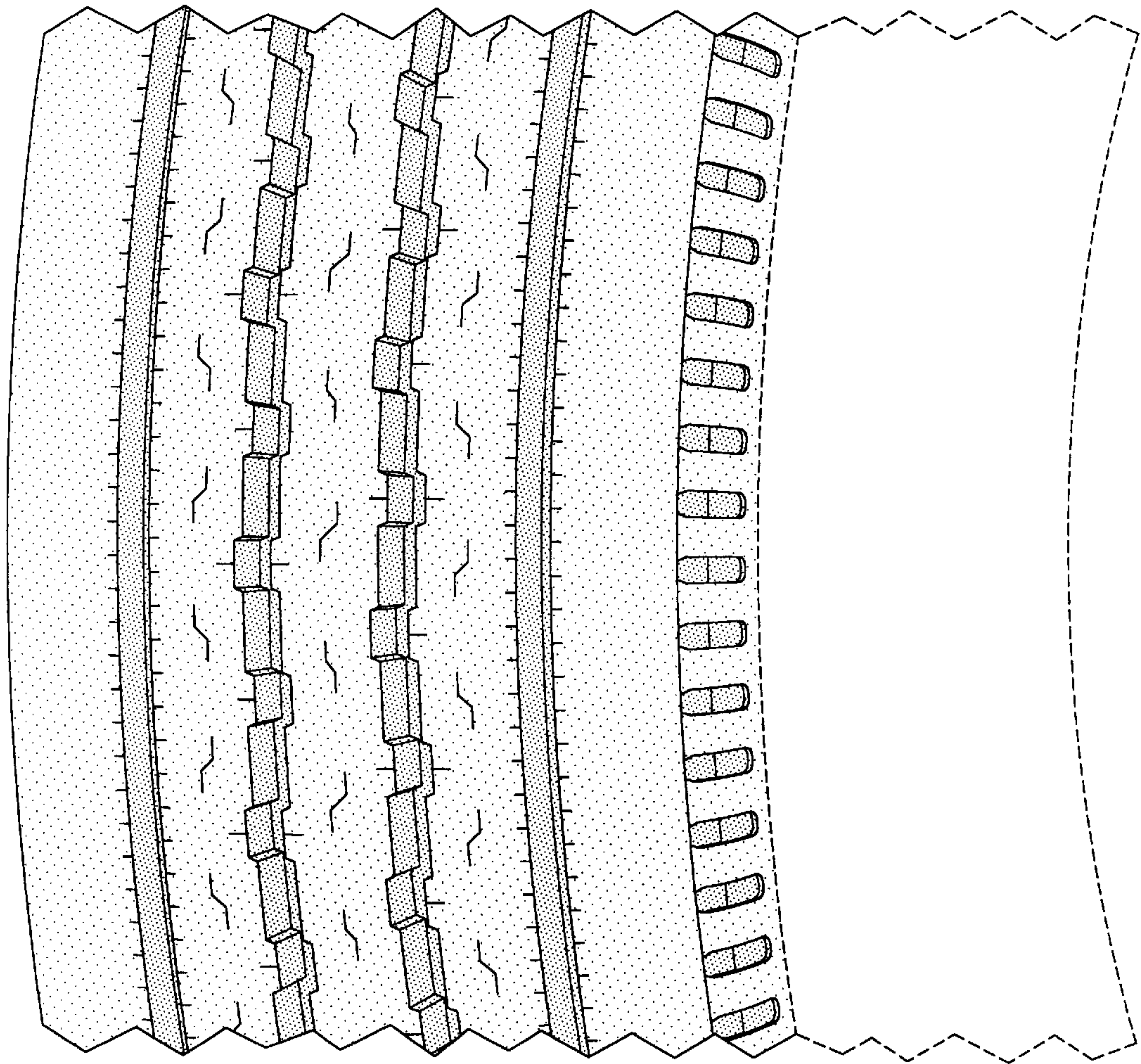


FIG-4