



US00D403275S

United States Patent [19]

Gillard et al.

[11] Patent Number: **Des. 403,275**

[45] Date of Patent: ****Dec. 29, 1998**

[54] **TIRE TREAD**

[75] Inventors: **Jean-Michel Gillard**, Mersch; **Georges Gaston Feider**, Bettborn, both of Luxembourg

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

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

[21] Appl. No.: **80,369**

[22] Filed: **Dec. 3, 1997**

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

[52] **U.S. Cl.** **D12/143; D12/141**

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

[56] **References Cited**

U.S. PATENT DOCUMENTS

| | | | | |
|------------|--------|----------------|-------|---------|
| D. 154,423 | 7/1949 | Ofensend | ..... | D12/141 |
| D. 207,292 | 3/1967 | Chupa | ..... | D90/20 |
| D. 252,871 | 9/1979 | Gill et al. | ..... | D12/147 |
| D. 272,899 | 3/1984 | Tomoda | ..... | D12/141 |
| D. 275,387 | 9/1984 | Fetty et al. | ..... | D12/147 |
| D. 282,455 | 2/1986 | Balbis et al. | ..... | D12/146 |
| D. 288,188 | 2/1987 | Manestar | ..... | D12/142 |
| D. 295,034 | 4/1988 | Brayer | ..... | D12/146 |
| D. 308,659 | 6/1990 | Brayer | ..... | D12/146 |
| D. 334,365 | 3/1993 | Enterline | ..... | D12/147 |
| D. 359,714 | 6/1995 | Hammond et al. | ..... | D12/143 |

| | | | | |
|------------|---------|-----------------|-------|-----------|
| D. 365,060 | 12/1995 | McKisson | ..... | D12/146 |
| D. 367,446 | 2/1996 | Schuster | ..... | D12/143 |
| 4,424,843 | 1/1984 | Fontaine et al. | ..... | 152/209 R |
| 4,424,844 | 1/1984 | Fontaine | ..... | 152/209 R |
| 4,424,845 | 1/1984 | Baus et al. | ..... | 152/209 R |
| 5,211,781 | 5/1993 | Adam et al. | ..... | 152/209 R |

OTHER PUBLICATIONS

Yokoma Y7425 Tire 1996 Tread Design Guide, p. 121, Feb. 1996.

Primary 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 showing our new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread;

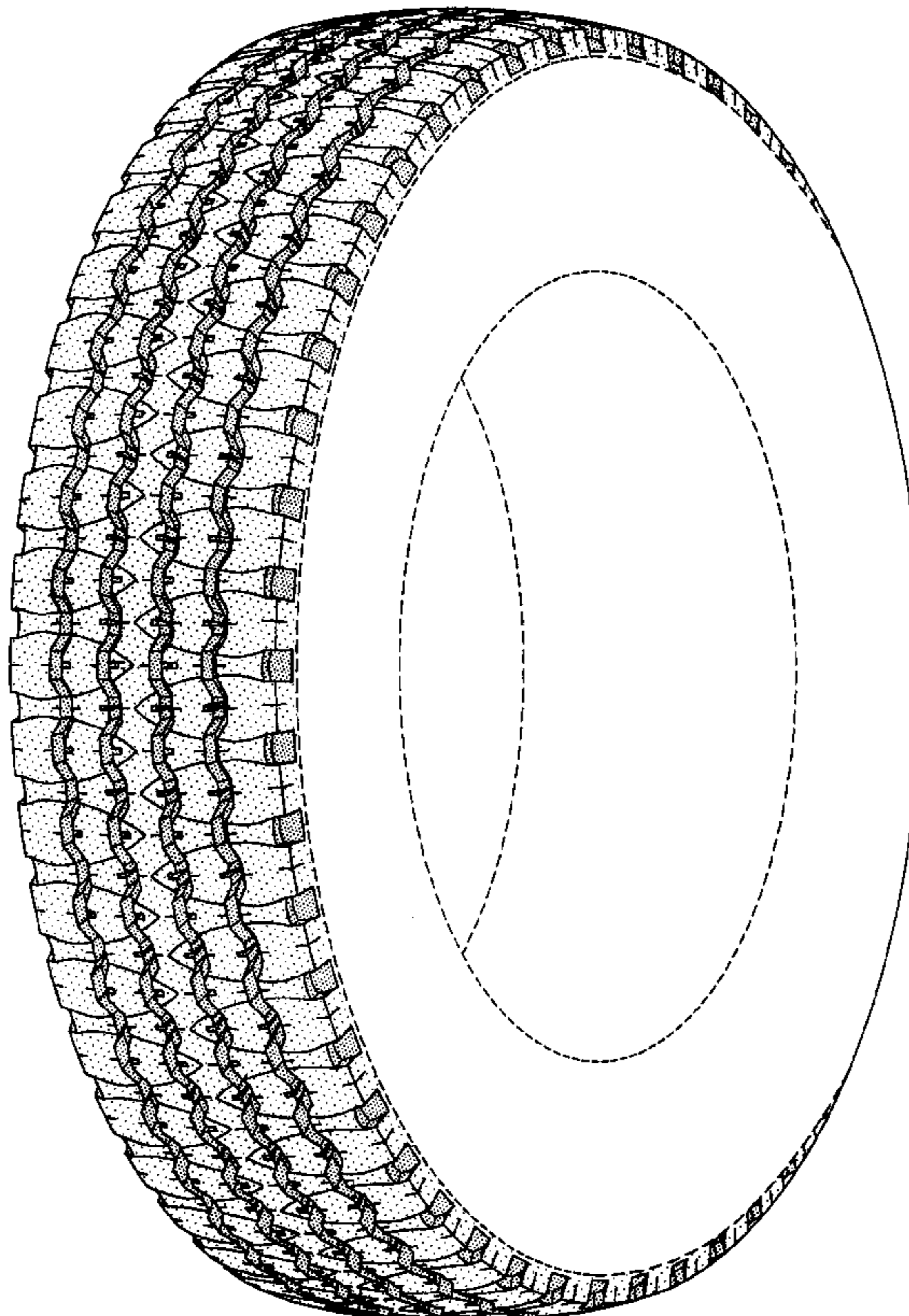
FIG. 2 is a front elevational view thereof;

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



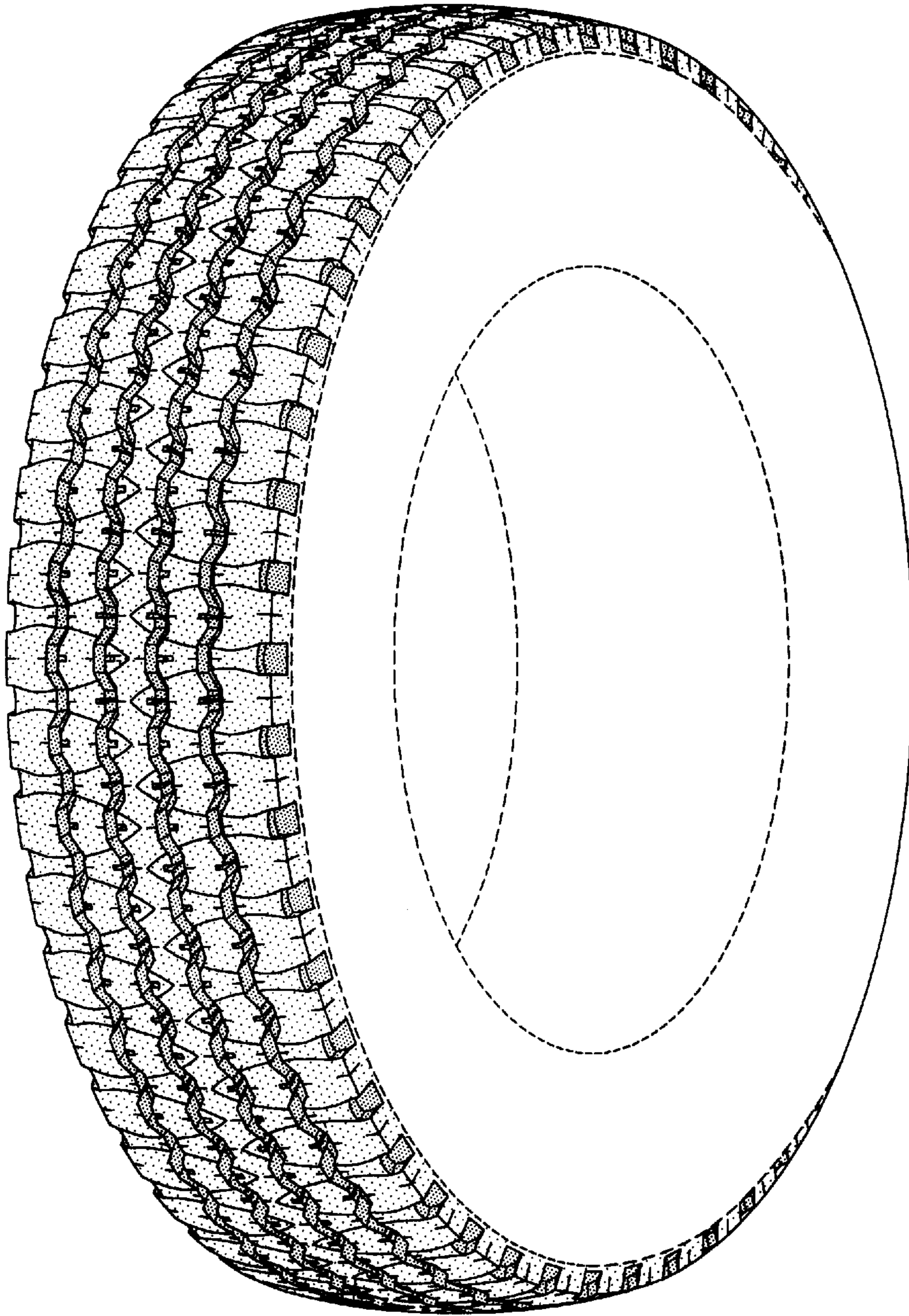


FIG-1

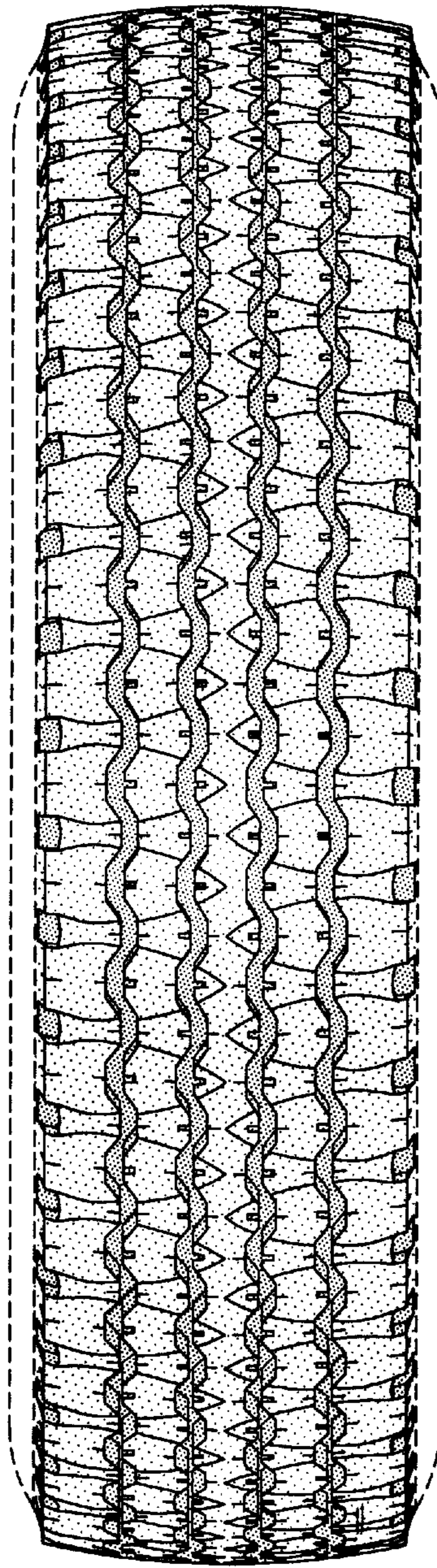


FIG-2

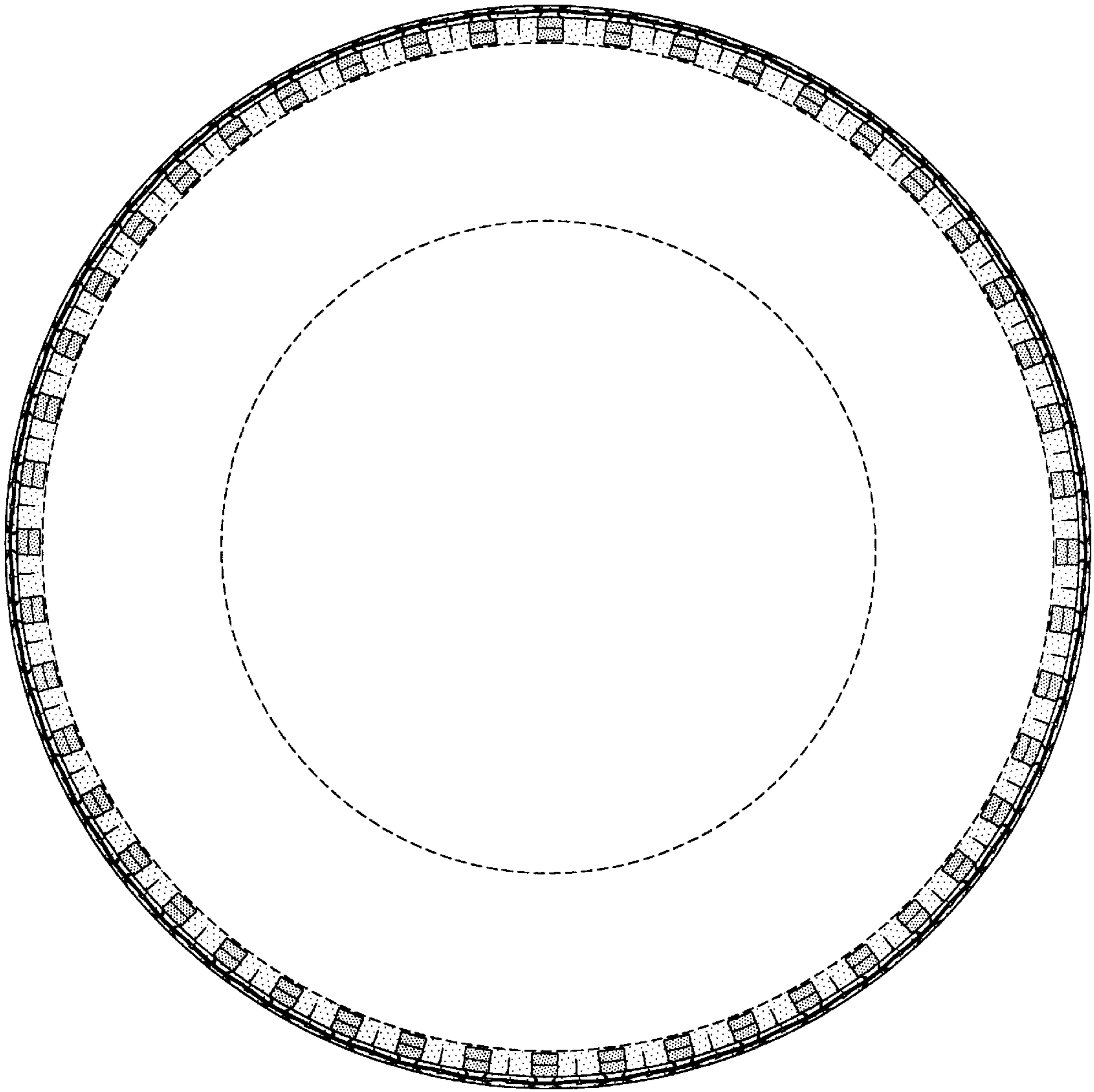


FIG-3

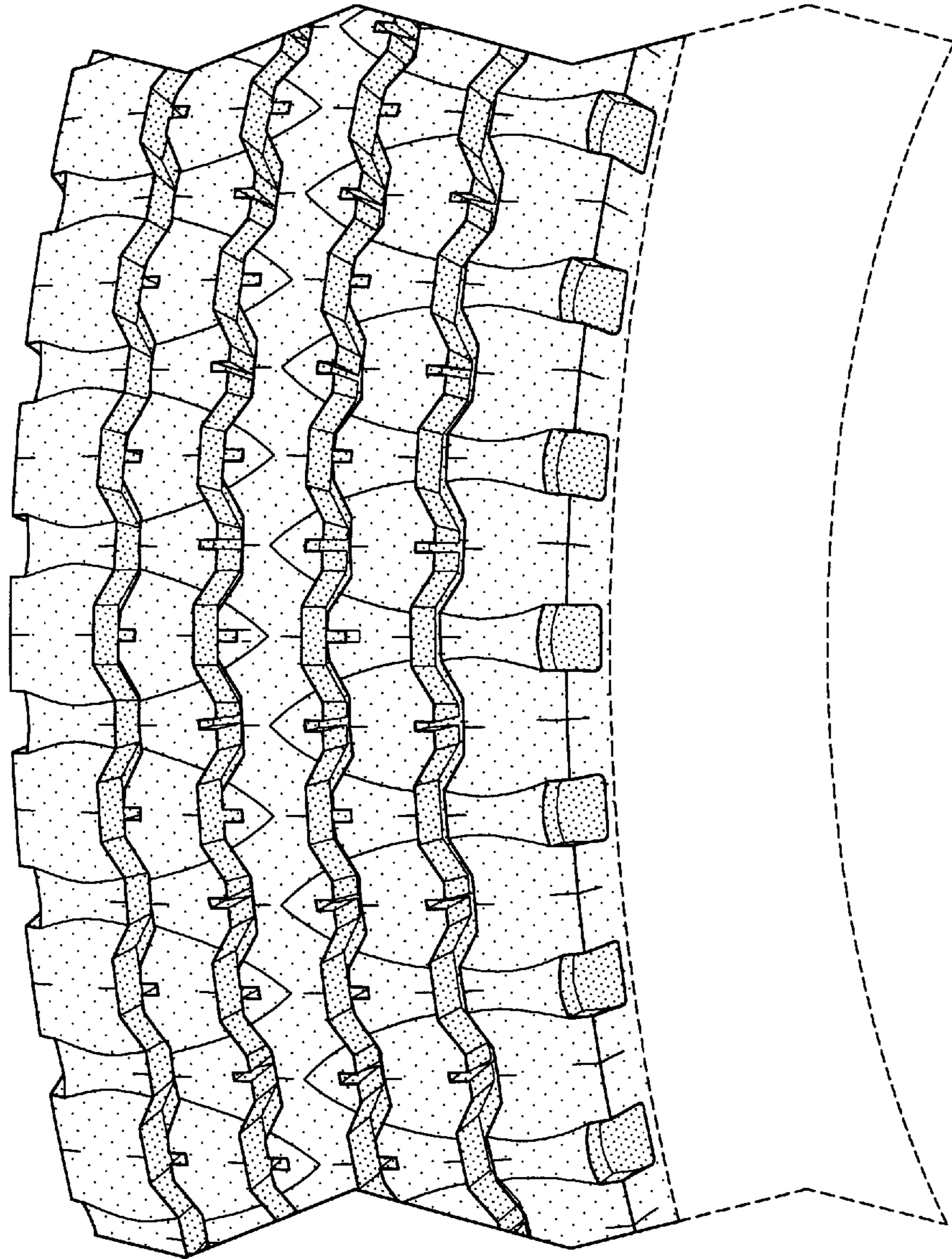


FIG-4