

US00D403283S

United States Patent [19]
Ball et al.

[11] Patent Number: Des. 403,283
[45] Date of Patent: **Dec. 29, 1998

[54] TIRE TREAD

[75] Inventors: **Graham Stanley Ball**, Staffordshire, England; **Christopher Paul Jochenning**, Wadsworth, Ohio; **John Janis Taube**, Tallmadge, Ohio; **Janet Lynn Melia**; **Christopher Alan Manthey**, both of Akron, Ohio

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

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

[21] Appl. No.: **76,007**

[22] Filed: **Aug. 28, 1997**

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 68,883, Apr. 7, 1997, Pat. No. Des. 395,627.

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

[52] **U.S. Cl.** **D12/149**

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

[56] **References Cited**

U.S. PATENT DOCUMENTS

D. 15,121	6/1884	Pratt	.....	D12/151
D. 66,108	12/1924	Belden	.....	D12/145
D. 312,063	11/1990	Covert et al.	.....	D12/147
D. 316,385	4/1991	Marriott	.....	D12/146
D. 316,842	5/1991	Graas	.....	D12/147
D. 350,100	8/1994	Van Tuyl	.....	D12/147
D. 354,261	1/1995	Graas	.....	D12/147
D. 361,966	9/1995	Graas et al.	.....	D12/146
D. 365,791	1/1996	Brown et al.	.....	D12/146

D. 370,880	6/1996	Graas	.....	D12/151
4,667,717	5/1987	Graas	.....	152/209 A
4,832,099	5/1989	Matsumoto	.....	152/209 R

OTHER PUBLICATIONS

1997 Tread Design Guide, Uniroyal Rallye RTT-1 Design. Co-Pending Docket #DN1997013, Filed Feb. 7, 1997, for Graham Stanley Ball et al.
Dick Cepek New Giant Puller Tire, 1995 Tread Design Guide, p. 86, Jan. 1995.
General XP 2000x4 Tire, 1995 Tread Design Guide, p. 93, Jan. 1995.
Heritage Mega Toque Plus 2 Tire, 1996 Tread Design Guide, p. 38, Feb. 1996.
Pirelli Winter 190P Tire, 1996 Tread Design Guide, p. 59, Feb. 1996.
Uniroyal Rallye RTT-1/ZR Tire, 1996 Tread Design Guide, p. 74, Feb. 1996.

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

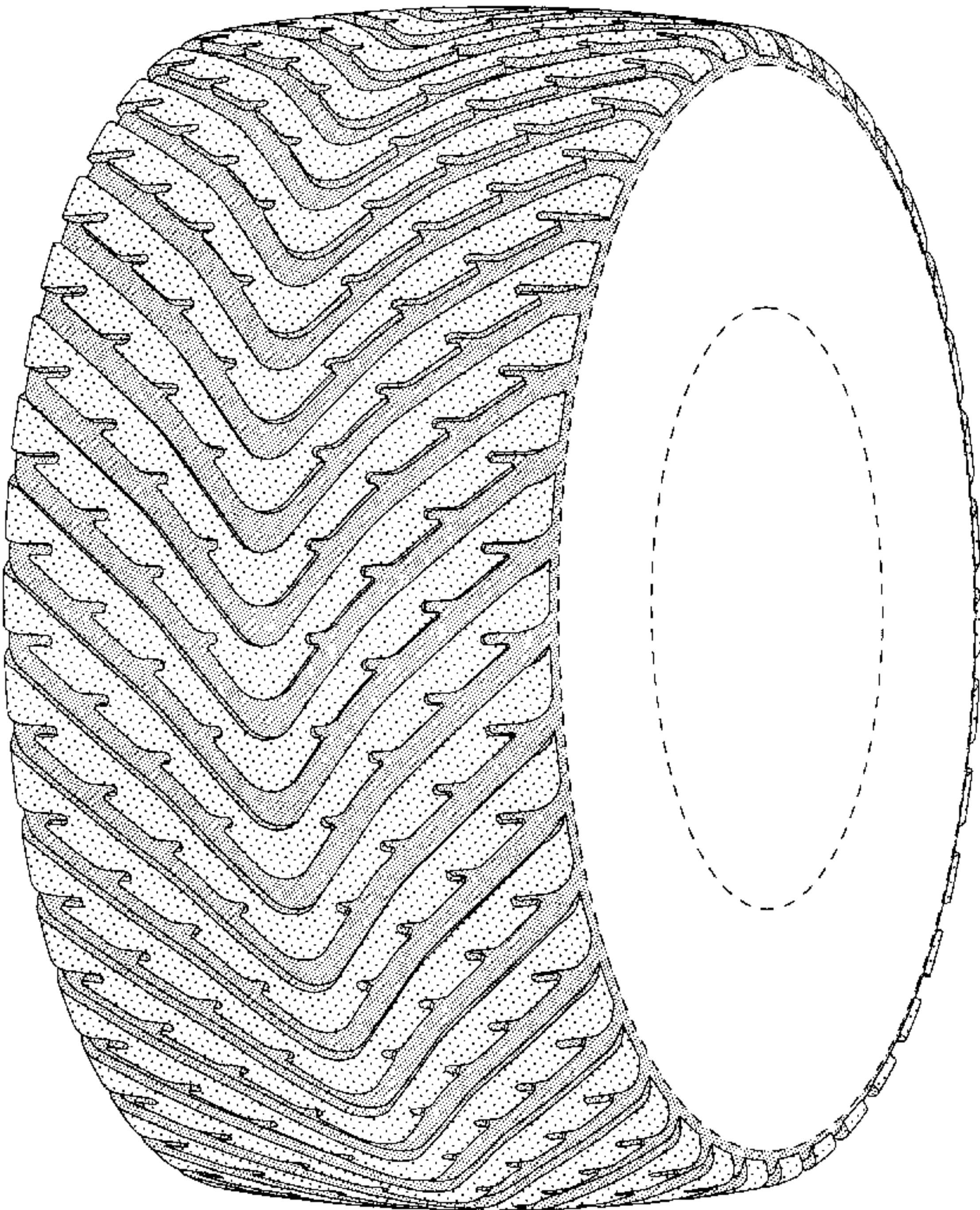
[57] **CLAIM**

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; and, FIG. 3 is a side elevational view thereof, the opposite side elevational view being a mirror image 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, 3 Drawing Sheets



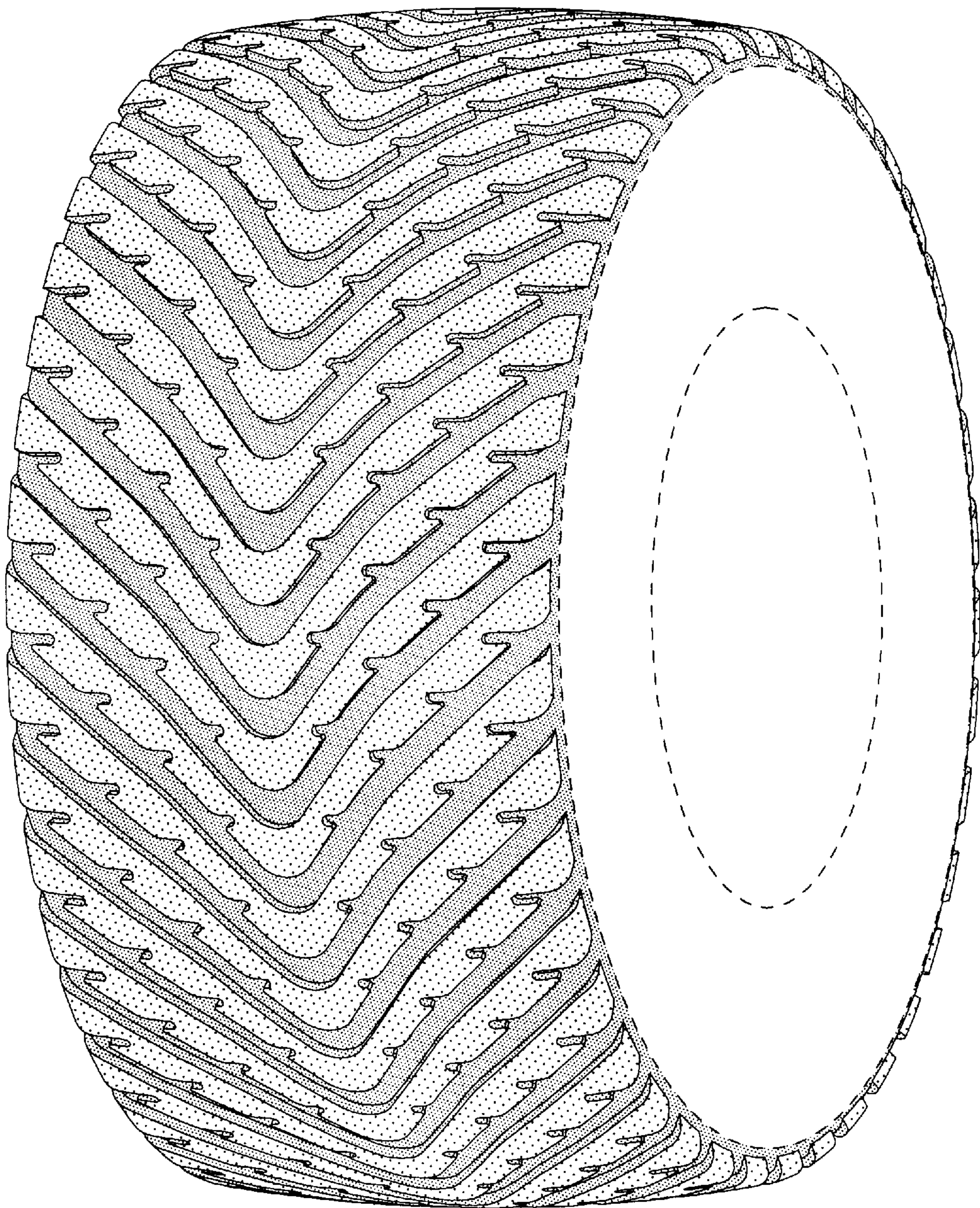


FIG-1

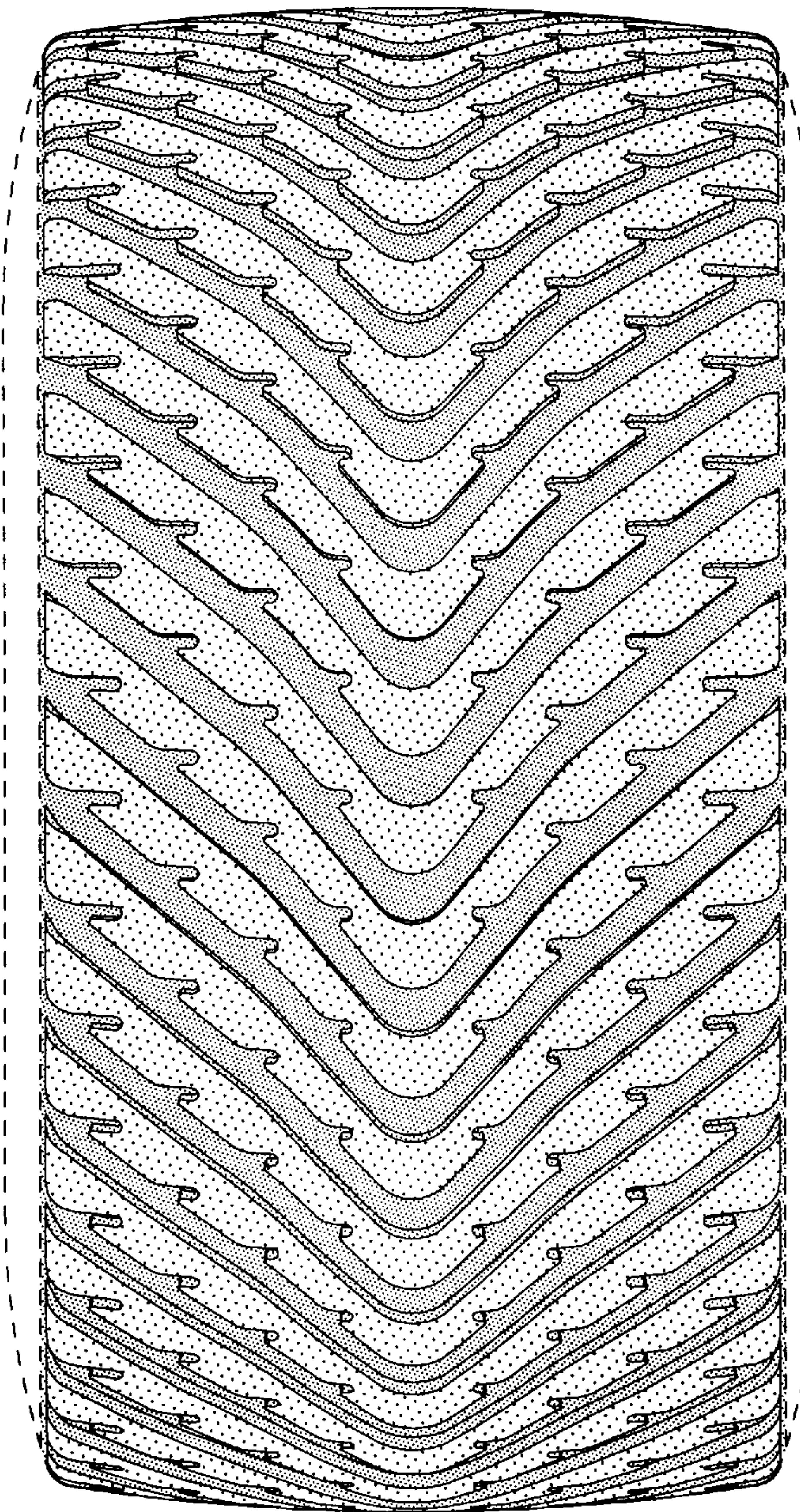


FIG-2

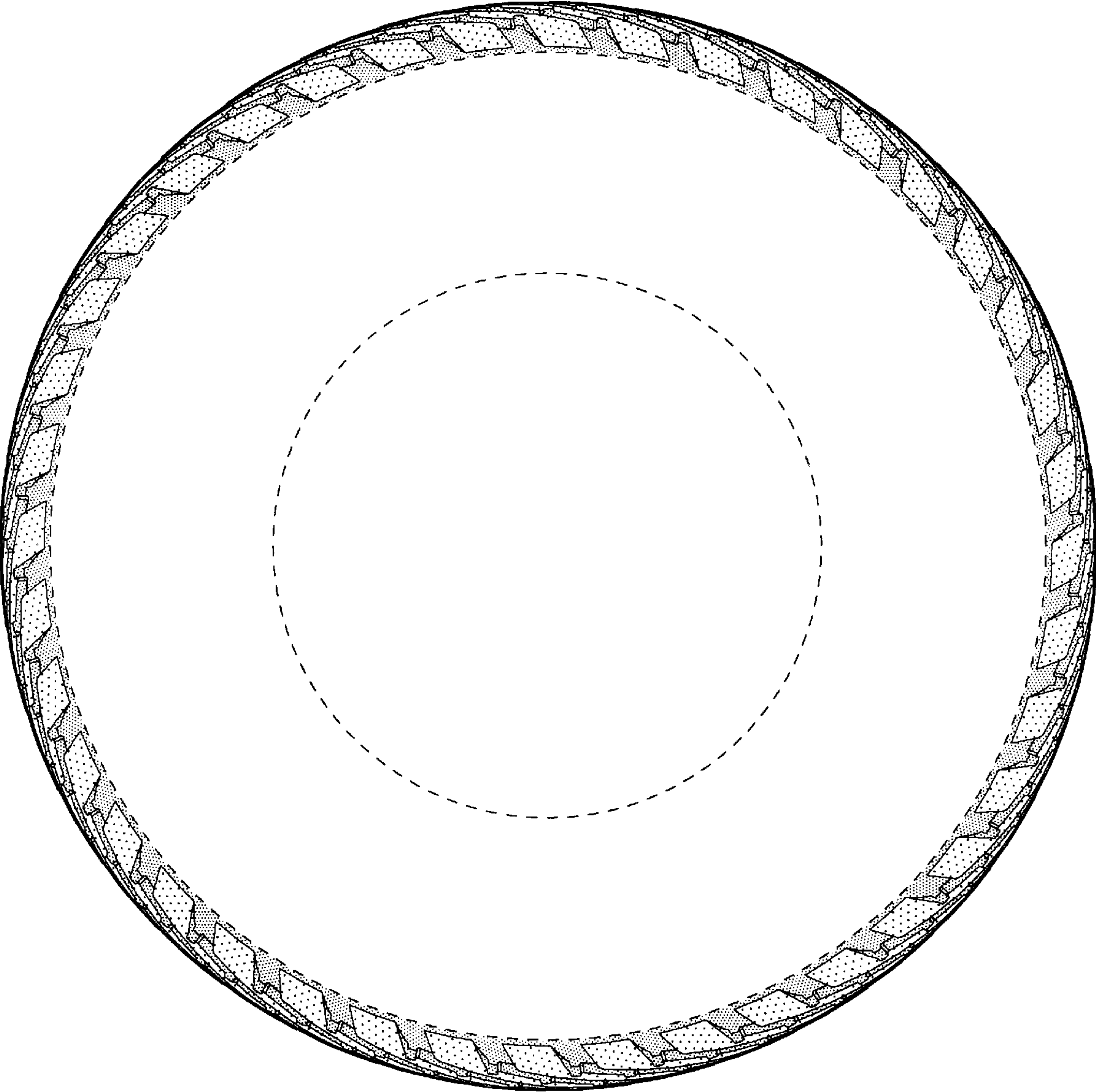


FIG-3