US00D426499S

United States Patent [19]

Graas

[11] **Patent Number: Des. 426,499**

[45] **Date of Patent: ** Jun. 13, 2000**

[54] **TIRE TREAD**

[75] Inventor: **Maurice Graas**, Reichlange, Luxembourg

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

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

[21] Appl. No.: **29/103,583**

[22] Filed: **Apr. 16, 1999**

Related U.S. Application Data

[62] Division of application No. 29/090,926, Jul. 20, 1998, Pat. No. Des. 413,844.

[51] **LOC (7) Cl.** **12-15**

[52] **U.S. Cl.** **D12/147**; D12/143

[58] **Field of Search** D12/136–152; 152/209.1, 209.8, 209.9, 209.11, 209.13, 209.28, 900, 902, 903

[56] **References Cited**

U.S. PATENT DOCUMENTS

D. 283,695	5/1986	Walker et al. .	
D. 296,541	7/1988	Gettys et al.	D12/147
D. 312,063	11/1990	Covert et al.	D12/147
D. 312,231	11/1990	Guspodin	D12/147
D. 335,840	5/1993	Guspodin	D12/141
D. 336,066	6/1993	Guspodin	D12/141
D. 339,091	9/1993	Zoeller	D12/151
D. 366,233	1/1996	Lassan et al.	D12/147
D. 369,765	5/1996	Ochi et al.	D12/147
D. 369,766	5/1996	Wakamatsu et al.	D12/147
D. 378,505	3/1997	Graas	D12/147
D. 379,339	5/1997	Guspodin et al.	D12/147
D. 379,954	6/1997	Matsuda et al.	D12/147
D. 383,425	9/1997	Himuro	D12/147
D. 384,309	9/1997	Heinen	D12/147
D. 386,725	11/1997	Matsuda et al.	D12/147
D. 387,709	12/1997	Lo	D12/147
D. 392,226	3/1998	Howald et al.	D12/141
D. 405,399	2/1999	Williams .	
D. 413,844	9/1999	Graas	D12/147
4,278,121	7/1981	McDonald	152/209 R
4,736,783	4/1988	Motomura et al. .	
4,796,683	1/1989	Kawabata et al. .	
5,012,847	5/1991	Fukumoto et al. .	
5,127,455	7/1992	Remick	152/209 R
5,147,478	9/1992	Nock et al. .	
5,154,216	10/1992	Ochiai et al. .	
5,213,641	5/1993	Tsuda et al. .	

OTHER PUBLICATIONS

Yokohama Y372 Tire, 1998 Tread Design Guide, p. 78. 1/5, Jan. 1998.

MRF Highwaytire, 1998 Tread Design Guide, p. 153. 4/3, Jan. 1998.

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;

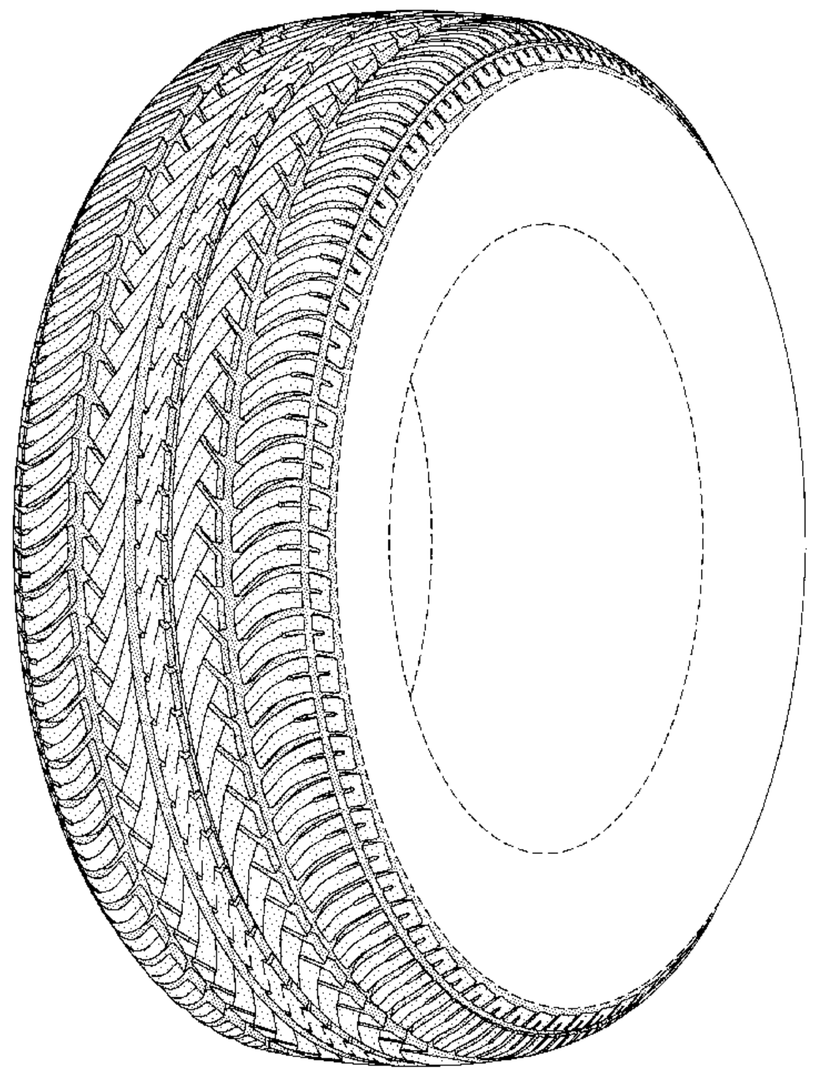
FIG. **2** is a front elevational vivew thereof;

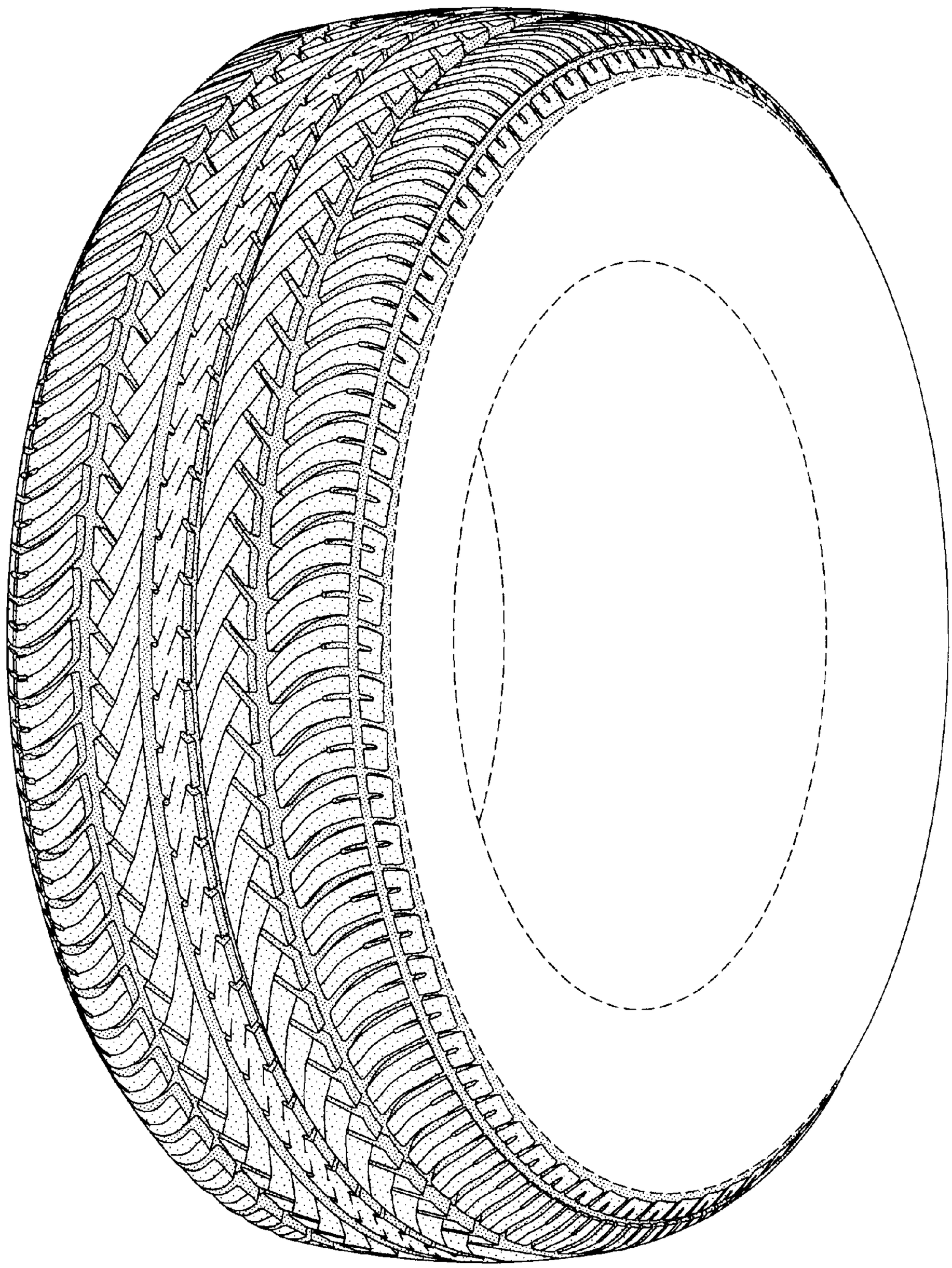
FIG. **3** is a side elevational view thereof, the opposite side elevational view being identical thereto; and,

FIG. **4** is an enlarged fragmentary perspective view.

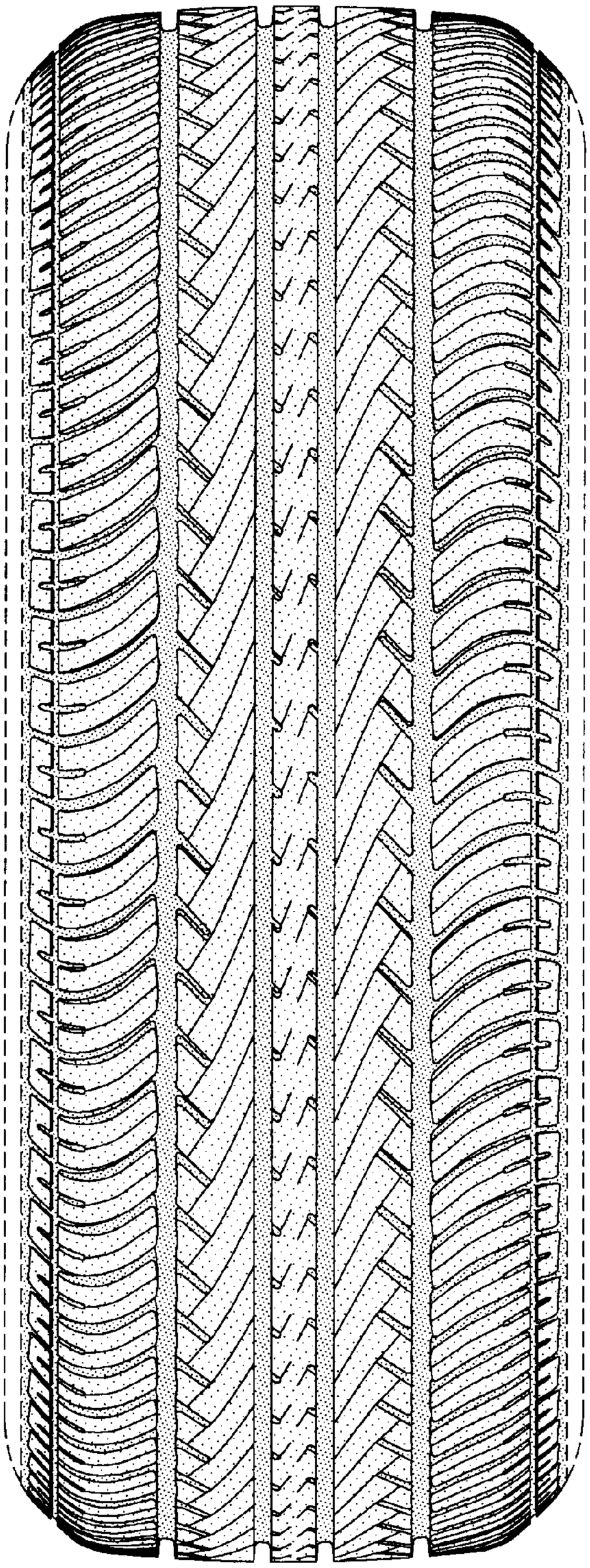
In the drawings, the broken lines defining the inner bead of the sidewall and the peripheral boundary between the tire tread and the sidewall are for illustrative purposes only and form no part of the claimed design.

1 Claim, 4 Drawing Sheets

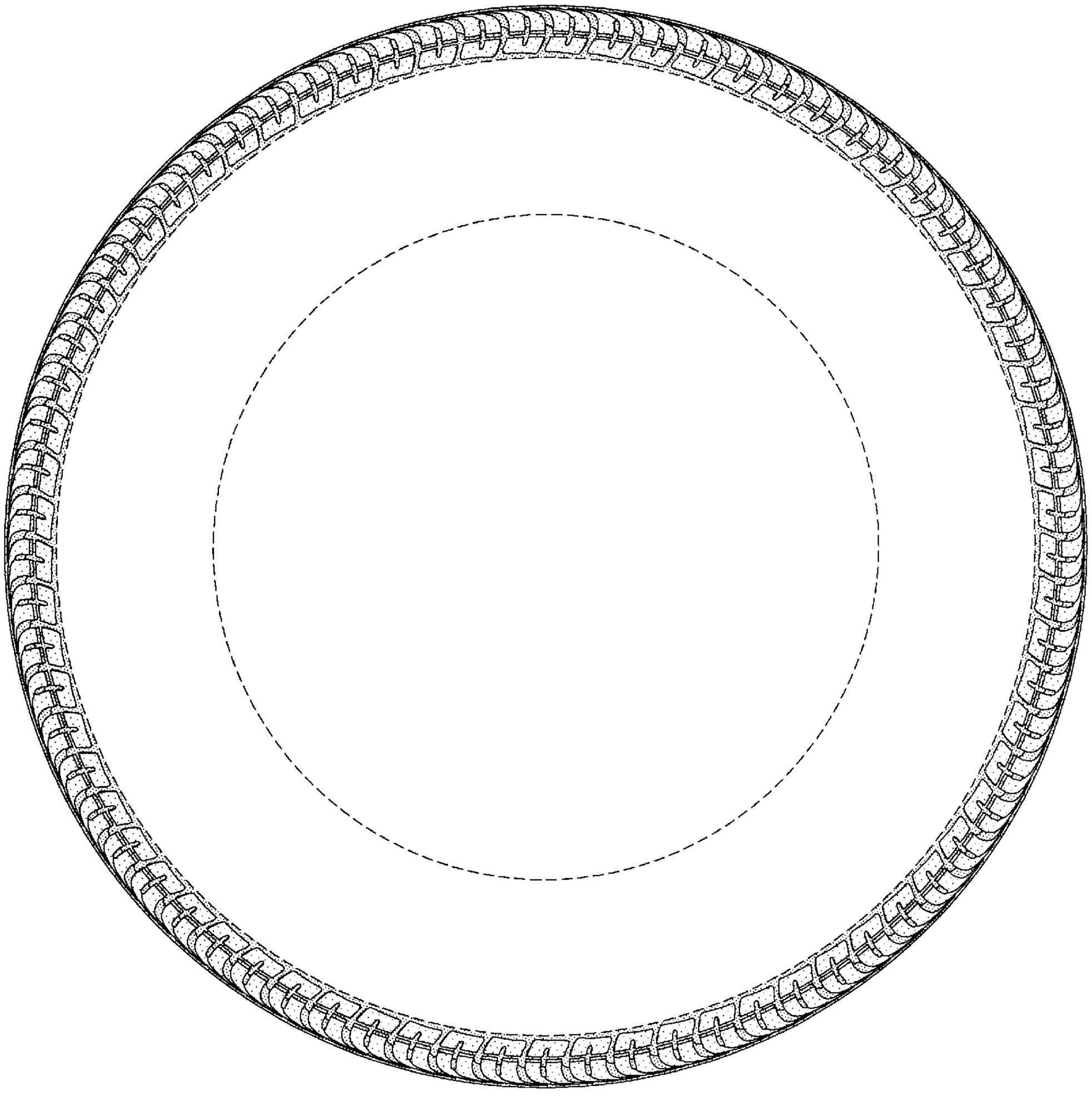




FIG–1



FIG–2



FIG–3

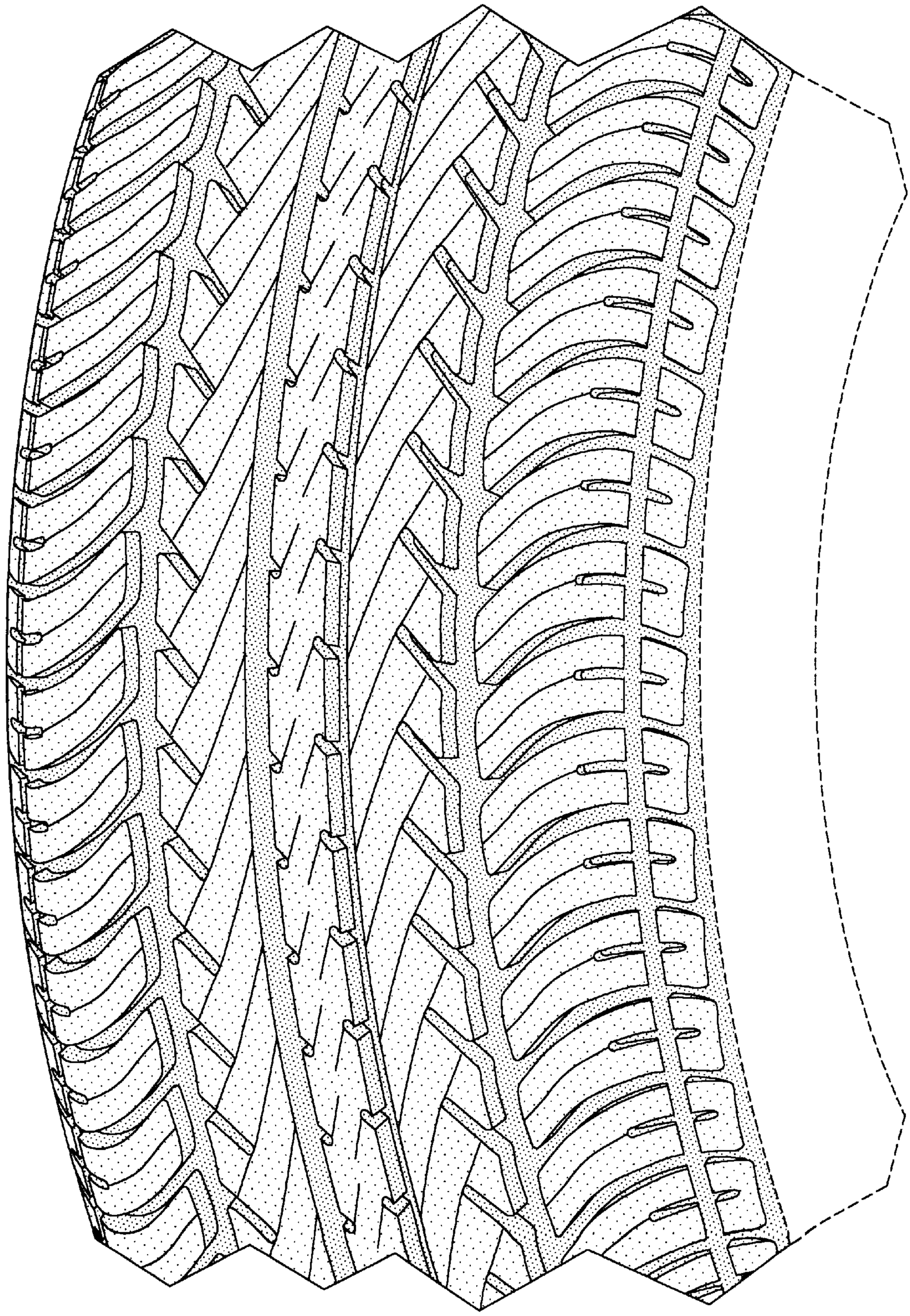


FIG-4