



US00D432957S

# United States Patent [19] Ricquet

[11] **Patent Number: Des. 432,957**

[45] **Date of Patent: \*\* Oct. 31, 2000**

[54] **TREAD OF A TIRE**

[75] Inventor: **Joël Ricquet**, Riom, France

[73] Assignee: **Michelin Recherche et Technique**,  
Granges-Paccot, Switzerland

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

[21] Appl. No.: **29/116,587**

[22] Filed: **Jan. 6, 2000**

### [30] Foreign Application Priority Data

Jul. 7, 1999 [FR] France ..... 99 4409

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

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

[58] **Field of Search** ..... D12/134-152;  
152/209.1, 209.8, 209.9, 209.11, 209.12,  
209.13, 209.28, 900, 901, 902, 903

### [56] References Cited

#### U.S. PATENT DOCUMENTS

D. 301,855 6/1989 Ono ..... D12/147  
D. 384,618 10/1997 Guspodin et al. .... D12/147  
D. 403,997 1/1999 Albert ..... D12/147  
D. 407,676 4/1999 Morishita et al. .... D12/147

#### FOREIGN PATENT DOCUMENTS

962221 9/1996 Japan .

#### OTHER PUBLICATIONS

Continental Conti Sport Contact Tire, 1998 Tread Design Guide, p. 19. 1/2, Jan. 1998.  
Federal Super Steel 635 Tire, 1998 Tread Design Guide, p. 28. 4/4, Jan. 1998.

GT Tire Champiro—65 Tire, 1998 Tread Design Guide, p. 36. 1/5, Jan. 1998.

Merit Signet DH 65 Tire, 1998 Tread Design Guide, p. 48. 1/3, Jan. 1998.

Telstar Turbostar HR Tire, 1998 Tread Design Guide, p. 72. 2/2, Jan. 1998.

*Primary Examiner*—Robert M. Spear  
*Attorney, Agent, or Firm*—BakerBotts, L.L.P.

### [57] CLAIM

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

### DESCRIPTION

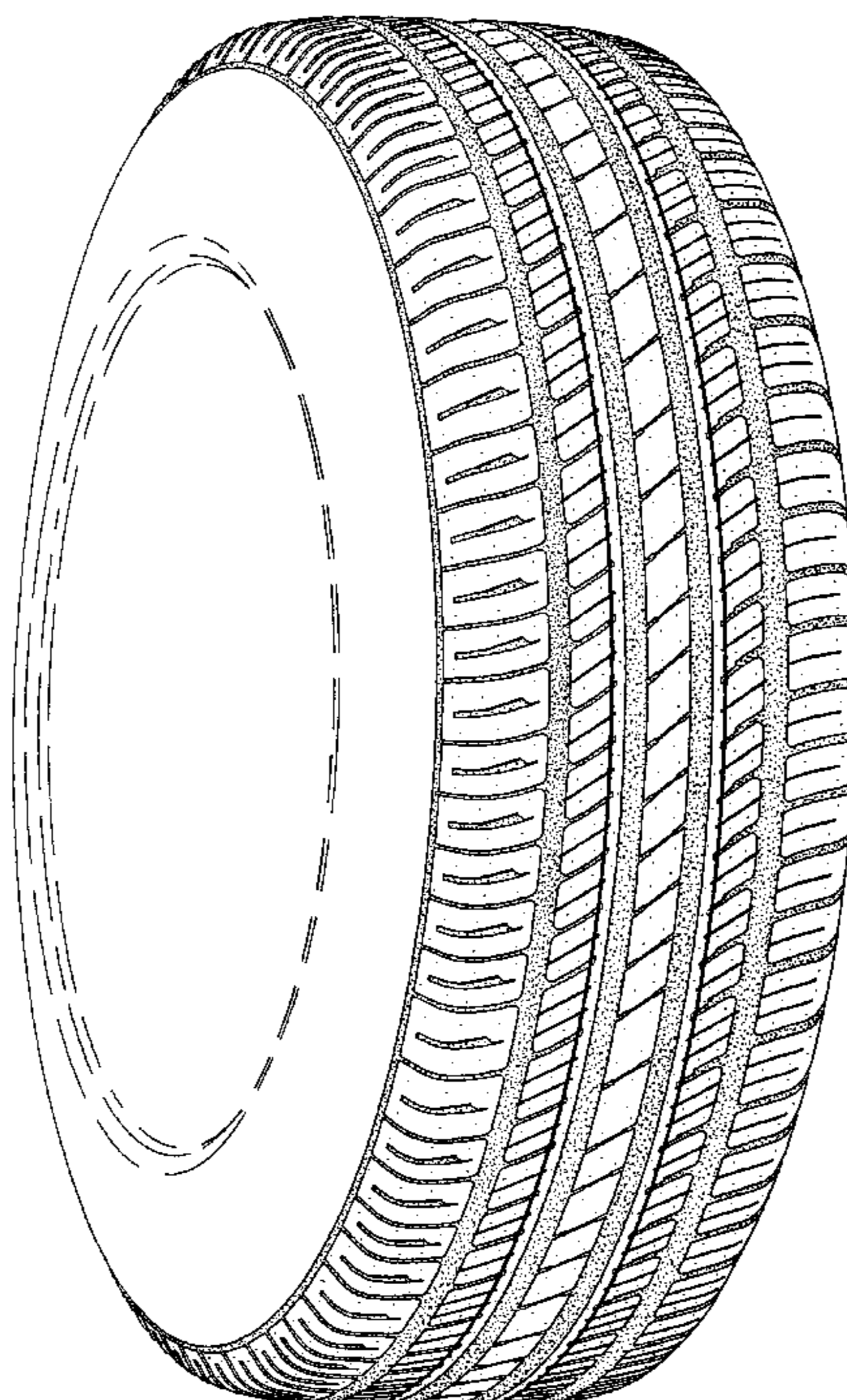
FIG. 1 is a perspective view of the tread of a tire of the present invention, it being understood that the pattern is repeated uniformly throughout the circumference of the tread; and,

FIG. 2 is an elevational view of the tire tread shown in FIG. 1.

The broken line showing the tire inner bead and sidewall in FIG. 1 is for illustrative purposes only and forms no part of the claimed design.

In the drawings, the dark stippled surface shading represents the recessed portion of the tread grooves, having a depth as best shown in FIG. 2.

**1 Claim, 2 Drawing Sheets**



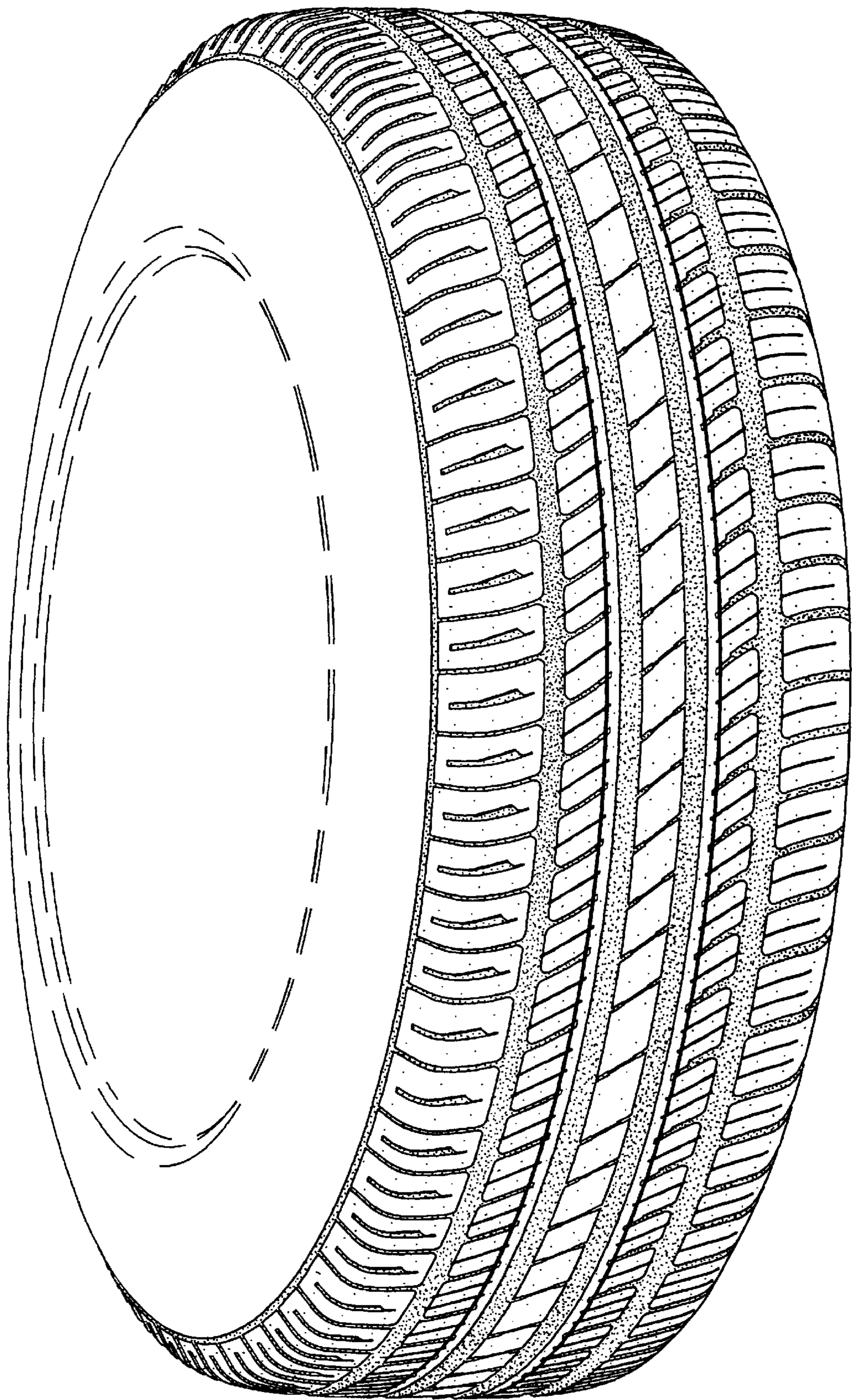


FIG. 1

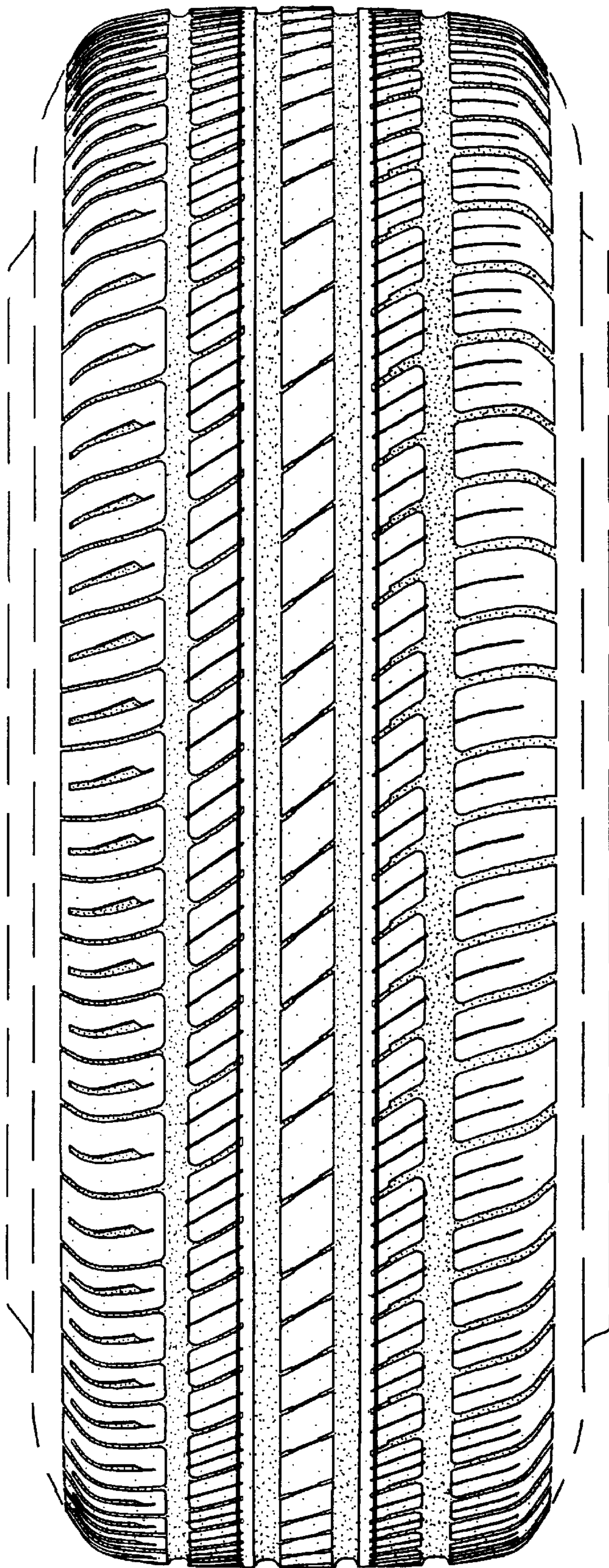


FIG. 2