



US00D437264S

(12) **United States Design Patent** (10) **Patent No.:** **US D437,264 S**
Lassan et al. (45) **Date of Patent:** **** Feb. 6, 2001**

(54) **TIRE TREAD**

(75) Inventors: **Timothy J. Lassan**, Kent; **Christopher T. Baker**, Peninsula; **Brian J. Queiser**, Akron, all of OH (US)

(73) Assignee: **Bridgestone/Firestone Research, Inc.**, Akron, OH (US)

(**) Term: **14 Years**

(21) Appl. No.: **29/124,007**

(22) Filed: **May 30, 2000**

Related U.S. Application Data

(62) Division of application No. 29/103,303, filed on Apr. 13, 1999.

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

(52) **U.S. Cl.** **D12/143**

(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. 349,671 * 8/1994 Seimiya et al. D12/147
- D. 349,674 * 8/1994 Seimiya et al. D12/147
- D. 352,018 * 11/1994 Robert et al. D12/147
- D. 381,944 * 8/1997 Regallis et al. D12/147
- D. 390,513 * 2/1998 Guspodin et al. D12/147

OTHER PUBLICATIONS

- Laramie Steel Rider II Tire, 1998 Tread Design Guide, p. 43. 1/4, Jan. 1998.*
- Kumho Roadventure 787 Tire, 1998 Tread Design Guide, p. 101. 2/1, Jan. 1998.*

* cited by examiner

Primary Examiner—Robert M. Spear

(74) *Attorney, Agent, or Firm*—Thomas R. Kingsbury; Michael Sand

(57) **CLAIM**

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

DESCRIPTION

FIG. 1 is a front elevational view of a tire tread showing our new design, it being understood that the tread pattern repeated throughout the circumference of the tire tread, the opposite side being the same as that shown;

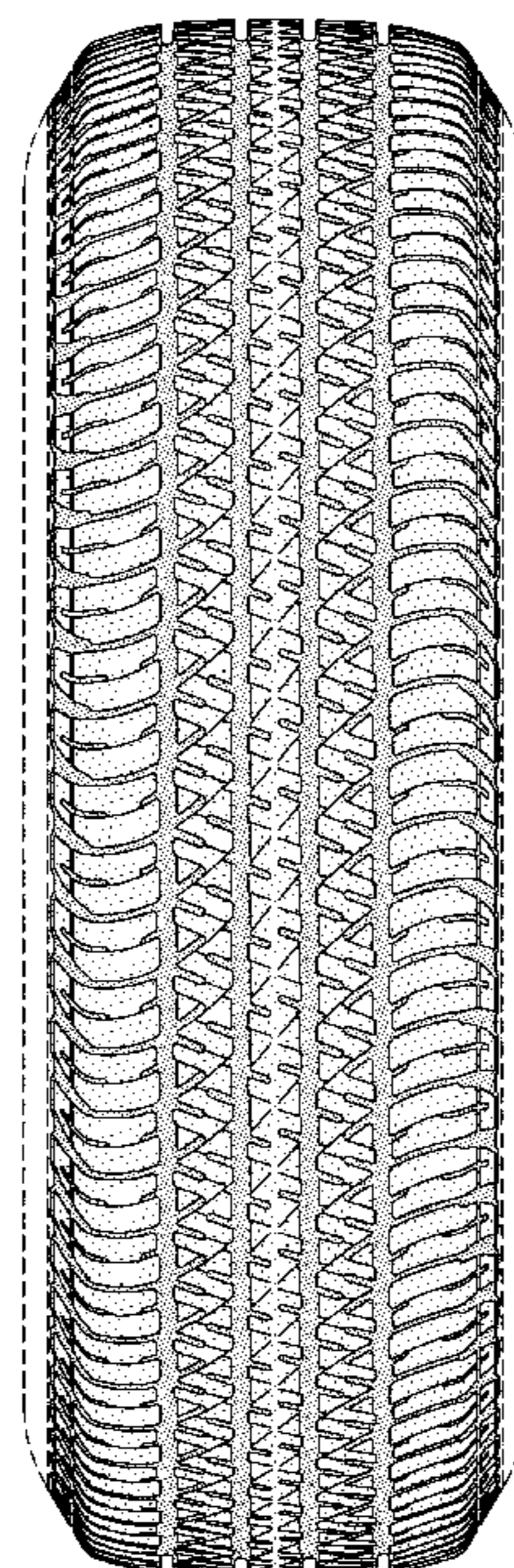
FIG. 2 is an enlarged fragmentary front elevational view of FIG. 1;

FIG. 3 is a front elevational view of a second embodiment thereof, it being understood that the tread pattern is a mirror image of that disclosed in FIGS. 1-2 and is repeated throughout the circumference of the tire tread; and,

FIG. 4 is an enlarged fragmentary front elevational view of FIG. 3.

The dark stippled surface shading represents the recessed portion of the tread grooves, having a depth as best shown in FIG. 1; the broken lines defining the tire sidewall are for illustrative purposes only and form no part of the claimed design.

1 Claim, 4 Drawing Sheets



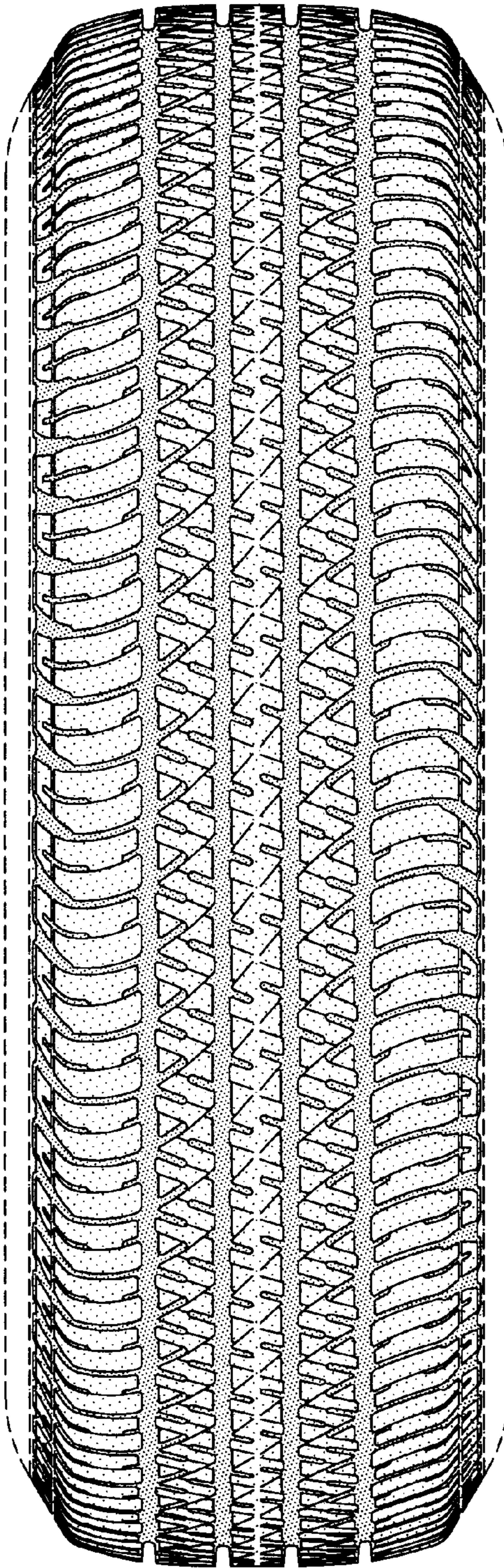


FIG-1

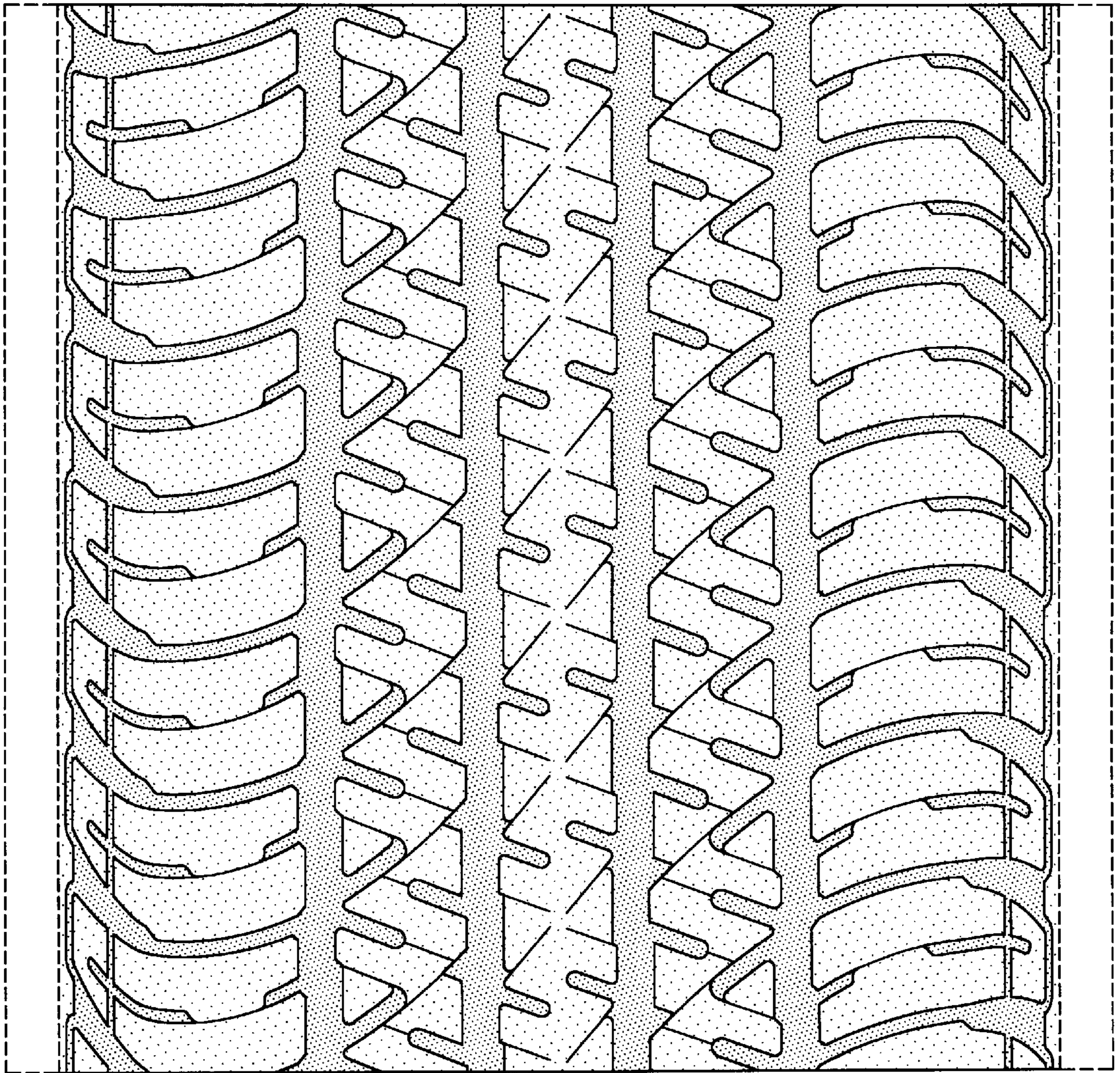


FIG-2

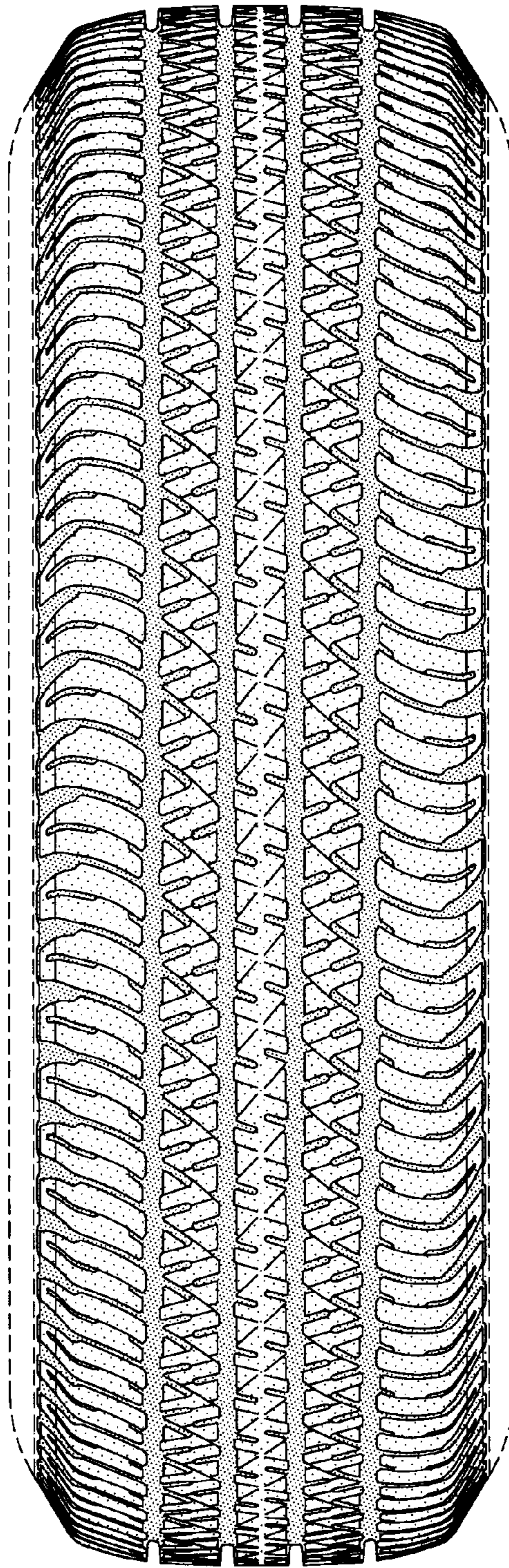


FIG-3

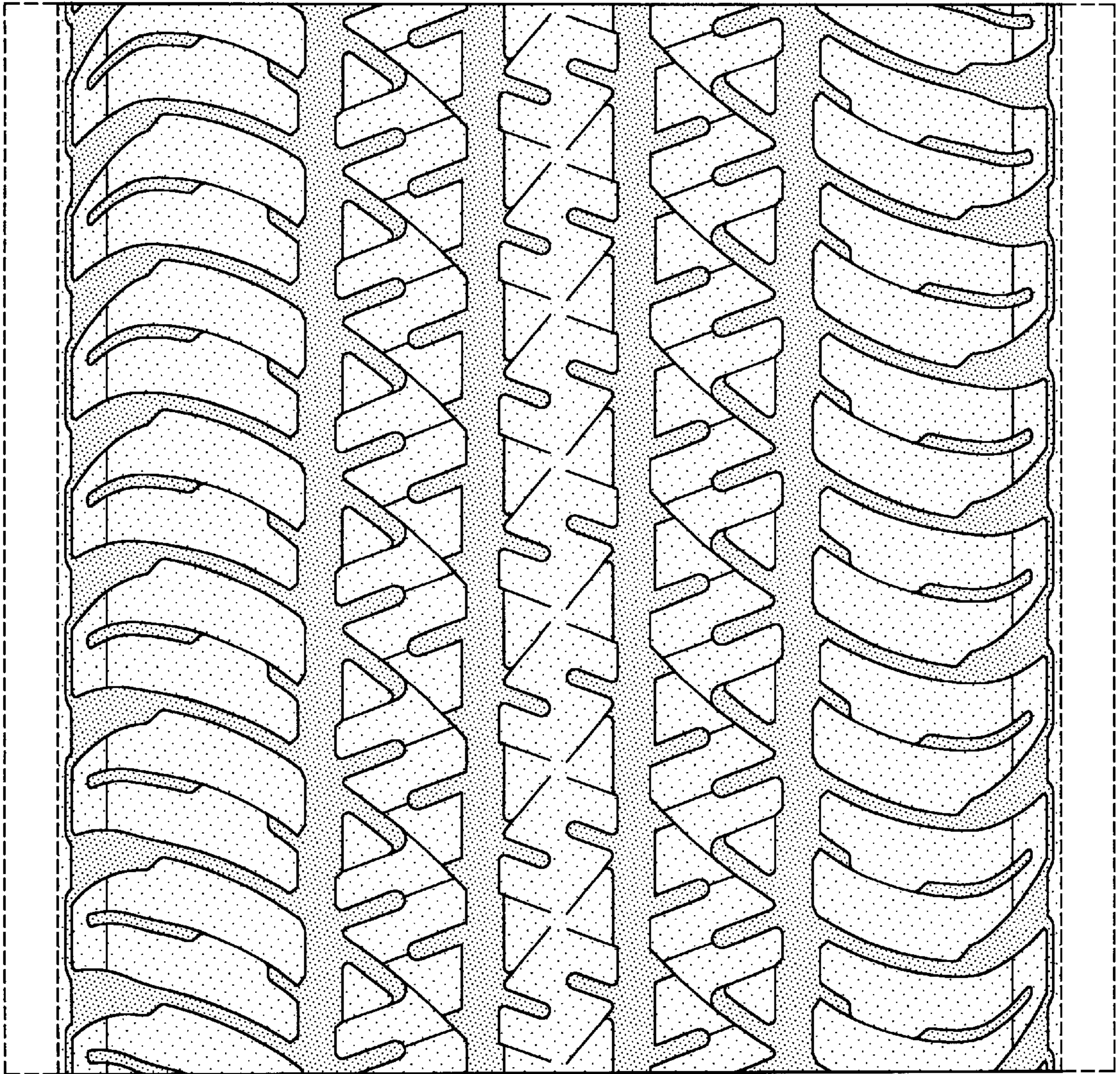


FIG-4