



US00D440529S

(12) **United States Design Patent**  
**Lassan et al.**

(10) **Patent No.:** **US D440,529 S**

(45) **Date of Patent:** **\*\* Apr. 17, 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.: **29/103,303**

(22) Filed: **Apr. 13, 1999**

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

(52) **U.S. Cl.** ..... **D12/141**

(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. 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*—Michael Sand; John M. Vasuta

(57) **CLAIM**

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

**DESCRIPTION**

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

FIG. 2 is a front elevational view thereof;

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

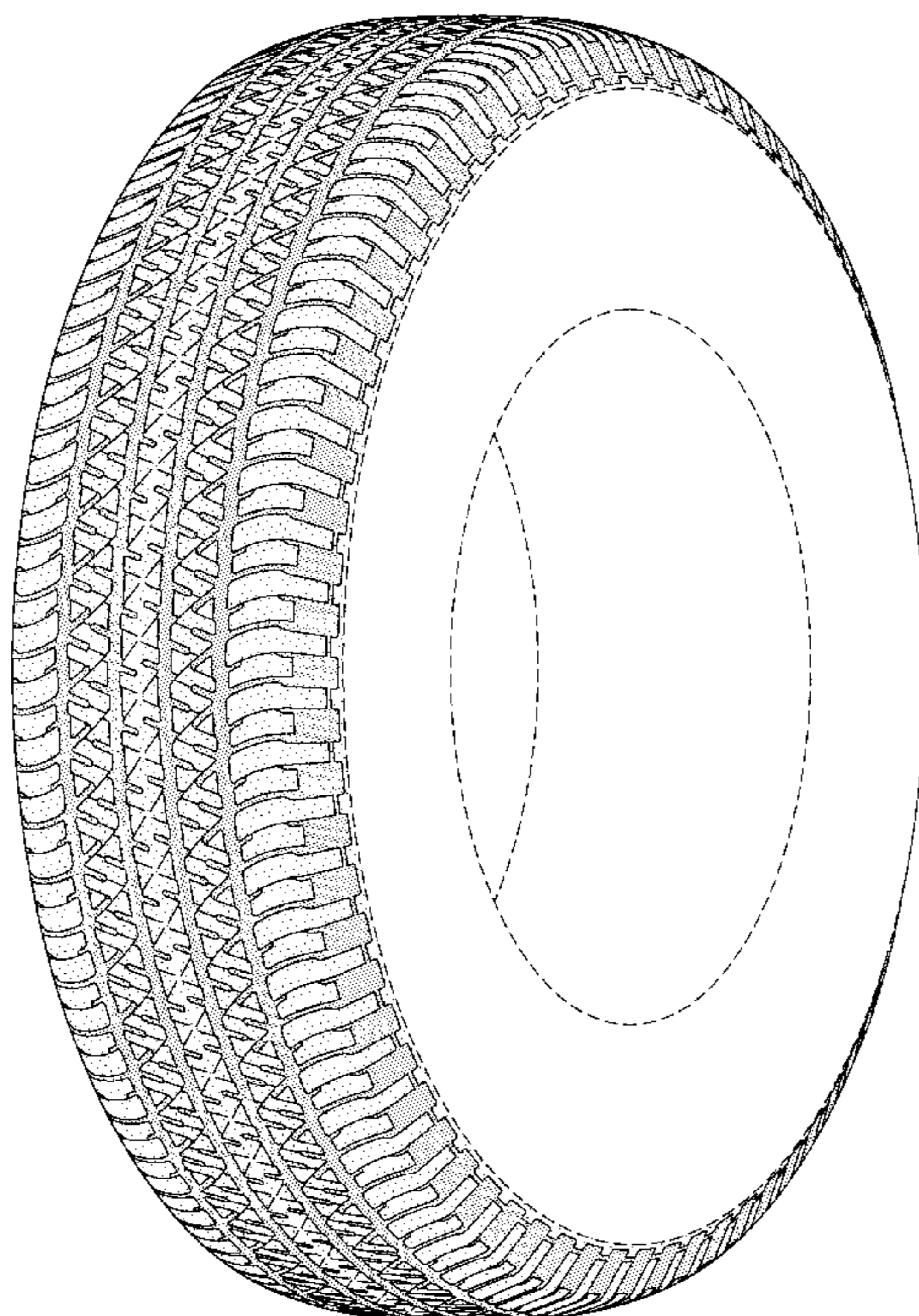
FIG. 4 is an enlarged fragmentary front elevational view thereof;

FIG. 5 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. 1-4 and is repeated throughout the circumference of the tire tread; and,

FIG. 6 is an enlarged fragmentary front elevational view thereof.

The dark stippled surface shading represents the recessed portion of the tread grooves, having a depth as best shown in FIGS. 2 and 5; the broken lines defining the tire sidewall and inner bead are for illustrative purposes only and form no part of the claimed design.

**1 Claim, 6 Drawing Sheets**



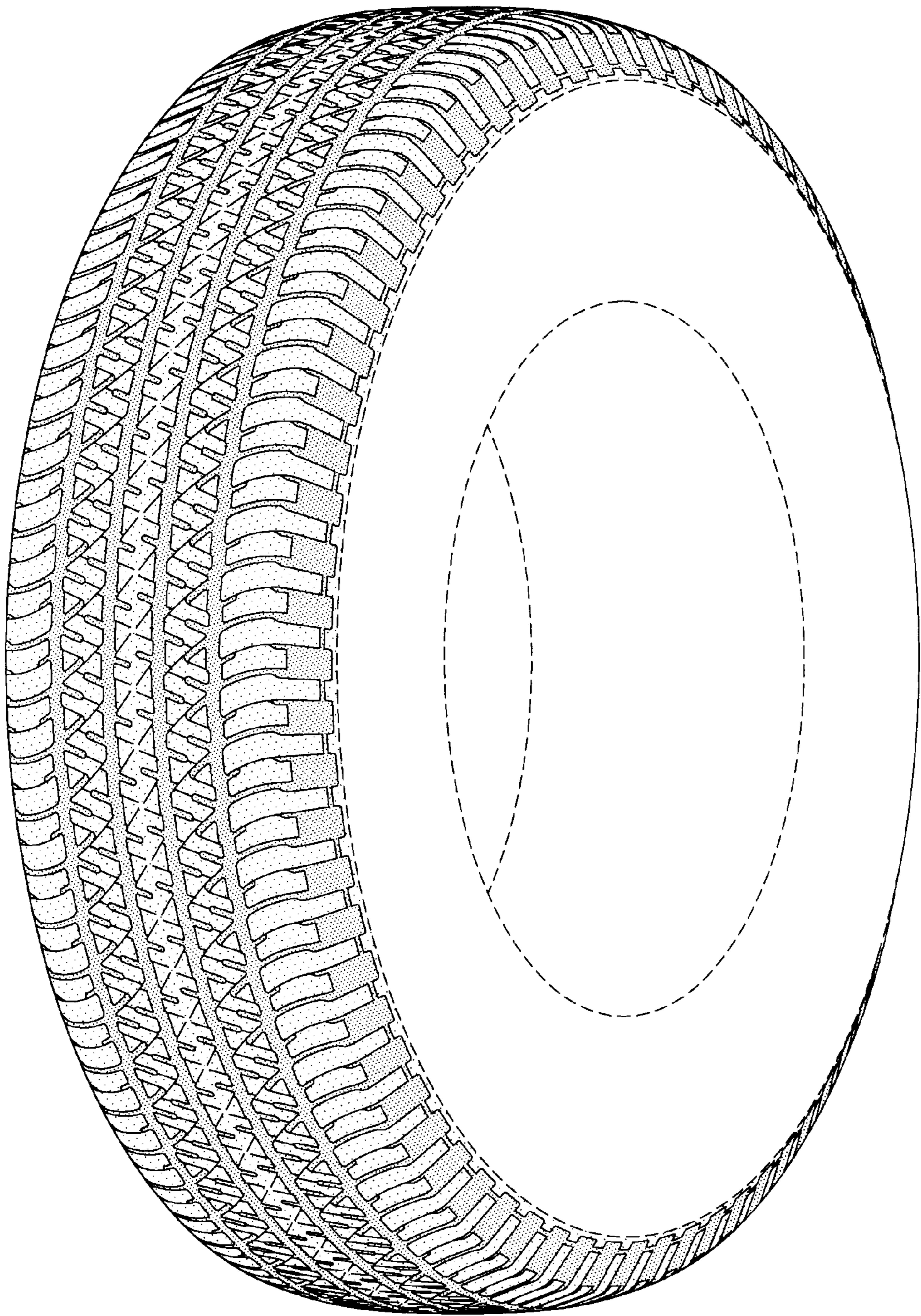


FIG-1

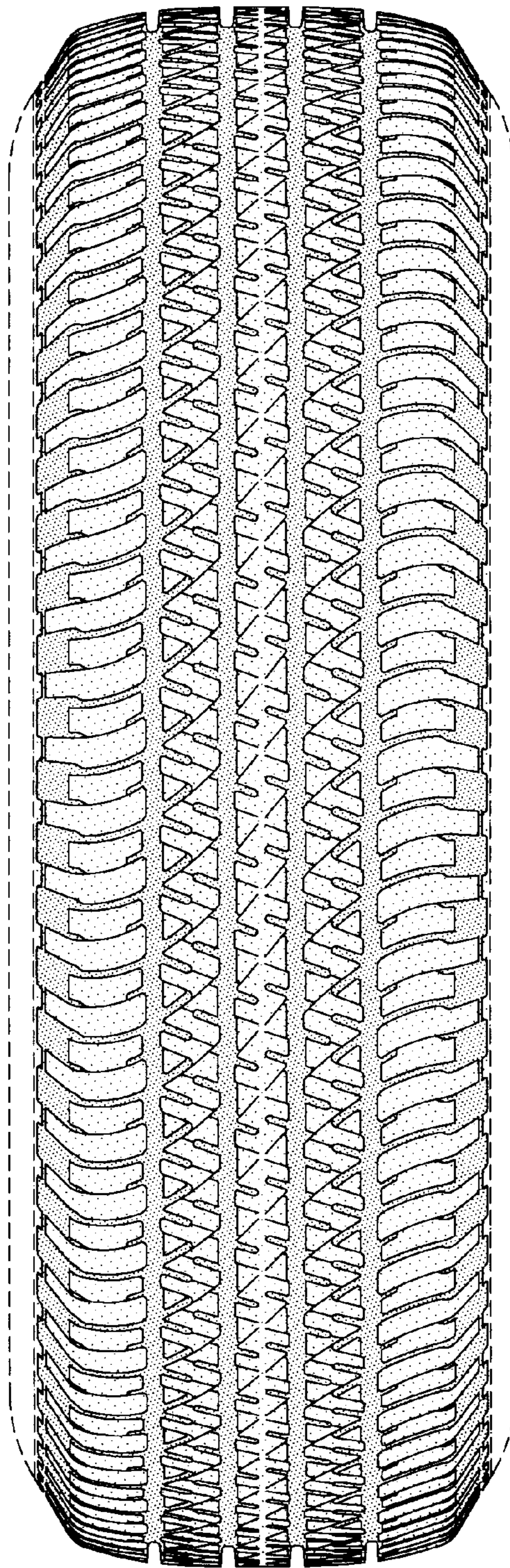


FIG-2

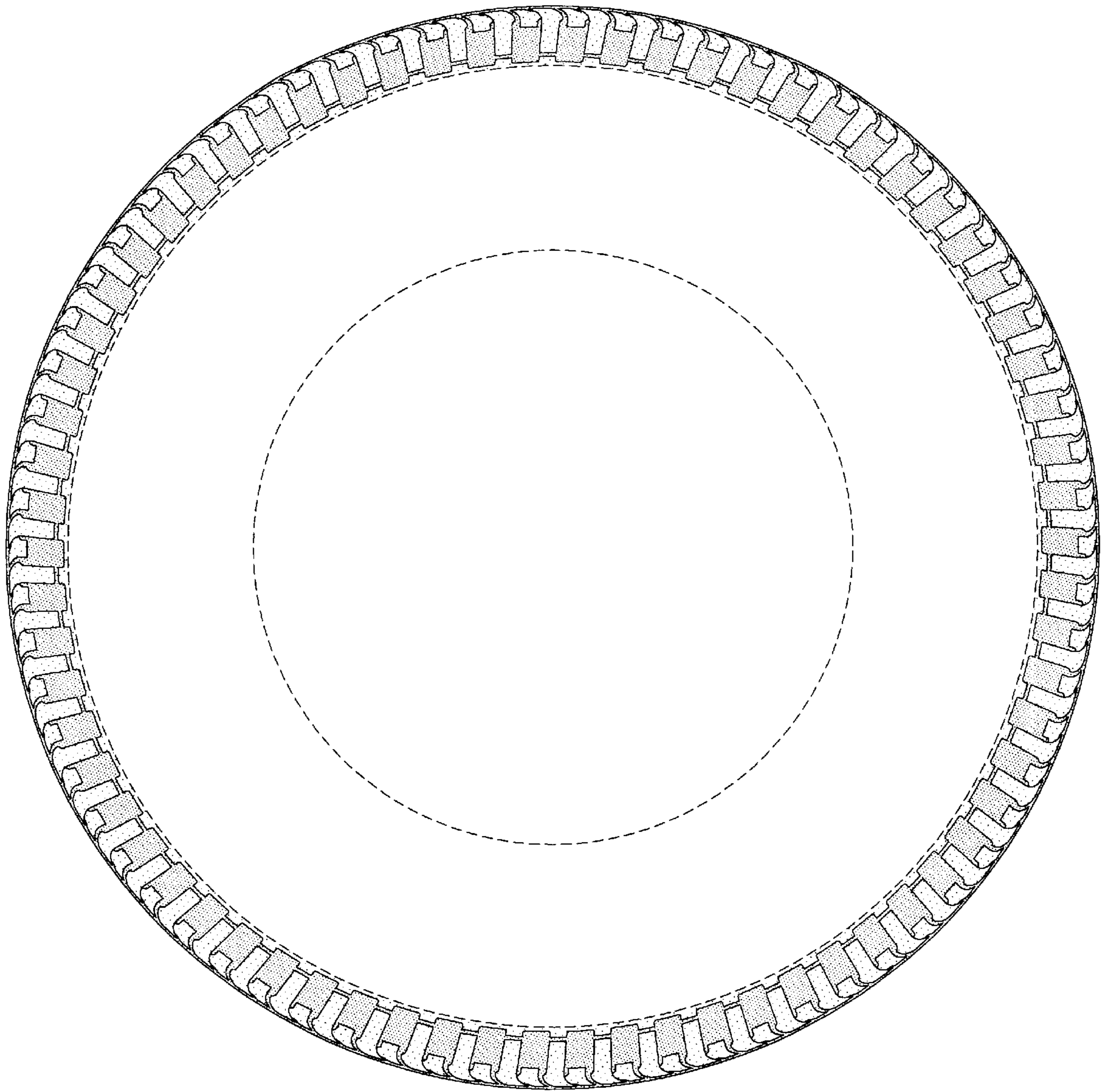


FIG-3

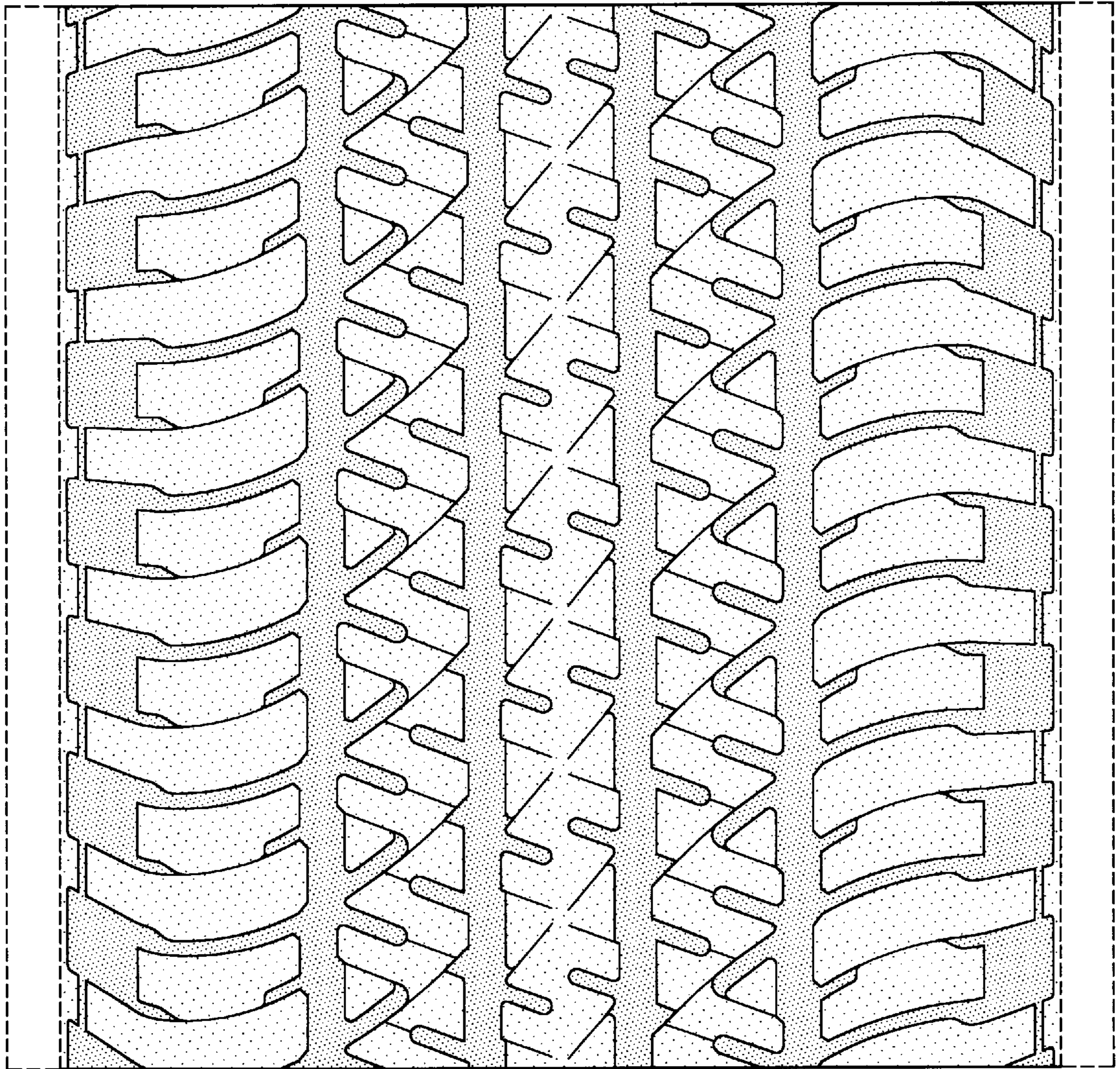


FIG-4

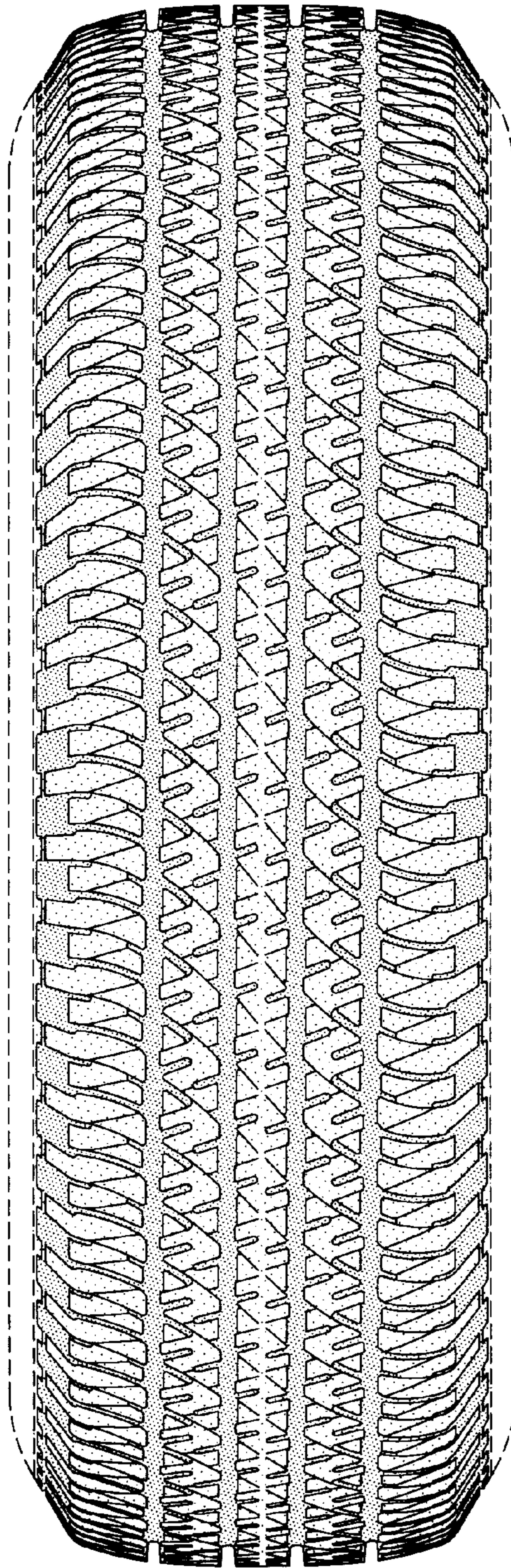


FIG-5

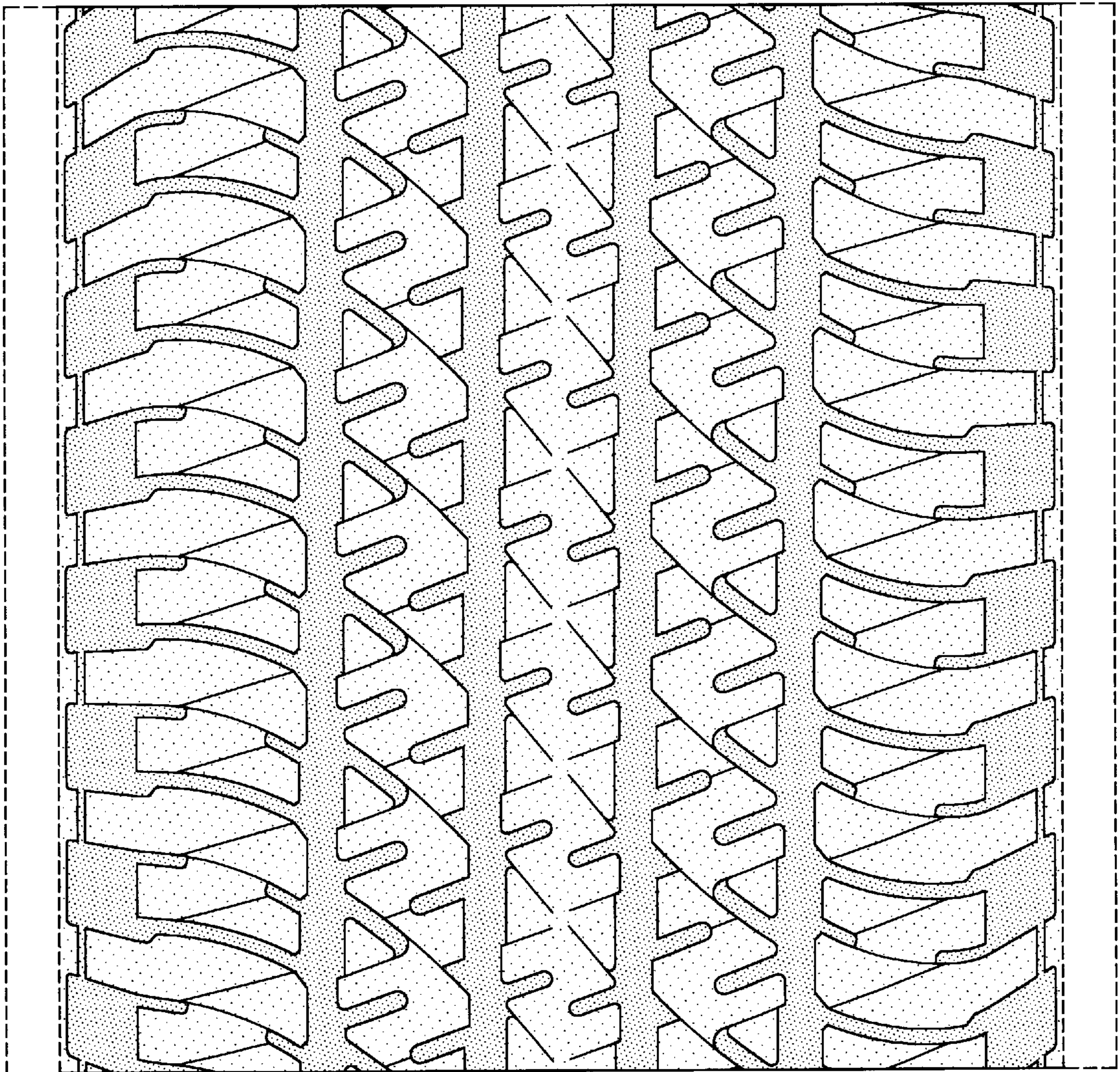


FIG-6