US00D444106S

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

(10) **Patent No.: US D444,106 S**
(45) **Date of Patent: ** Jun. 26, 2001**

(54) **TIRE TREAD**

(75) Inventors: **William B. Allison**, Cuyahoga Falls; **James G. Guspodin**, Akron, both of OH (US)

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

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

(21) Appl. No.: **29/121,919**

(22) Filed: **Apr. 18, 2000**

Related U.S. Application Data

(63) Continuation-in-part of application No. 29/112,891, filed on Oct. 26, 1999, now Pat. No. Des. 430,834.

(51) **LOC (7) Cl.** **12-15**
(52) **U.S. Cl.** **D12/147**
(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. 303,363		9/1989	Graas	D12/147
D. 303,364		9/1989	Graas et al.	D12/147
D. 319,994	*	9/1991	Manestar et al.	D12/147
D. 337,978	*	8/1993	Himuro et al.	D12/147
D. 340,436	*	10/1993	Baus	D12/146
D. 342,706	*	12/1993	Wise	D12/147
D. 354,467	*	1/1995	Wallet et al.	D12/147
D. 383,716		9/1997	Brown et al.	D12/147
D. 384,309		9/1997	Heinen	D12/147
D. 386,470		11/1997	Scheuren et al.	D12/147
D. 430,834	*	9/2000	Allison	D12/151
D. 431,214	*	9/2000	Allison	D12/146
5,078,190		1/1992	Wissbrock et al.	152/209 R
5,343,914		9/1994	Wako	152/209 R

OTHER PUBLICATIONS

Co–op Country Squire RT Tire, 1999 Tread Design Guide, p. 85. 4/2, Jan. 1999.*
Dayton Daytona Stag XT Tire, 1999 Tread Design Guide, p. 89. 1/5, Jan. 1999.*
Firestone Steeltex Radial 23 Degree Tire, 1999 Tread Design Guide, p. 94. 4/1, Jan. 1999.*

* cited by examiner

Primary Examiner—Robert M. Spear
(74) *Attorney, Agent, or Firm*—Thomas R. Kingsbury, Esq.

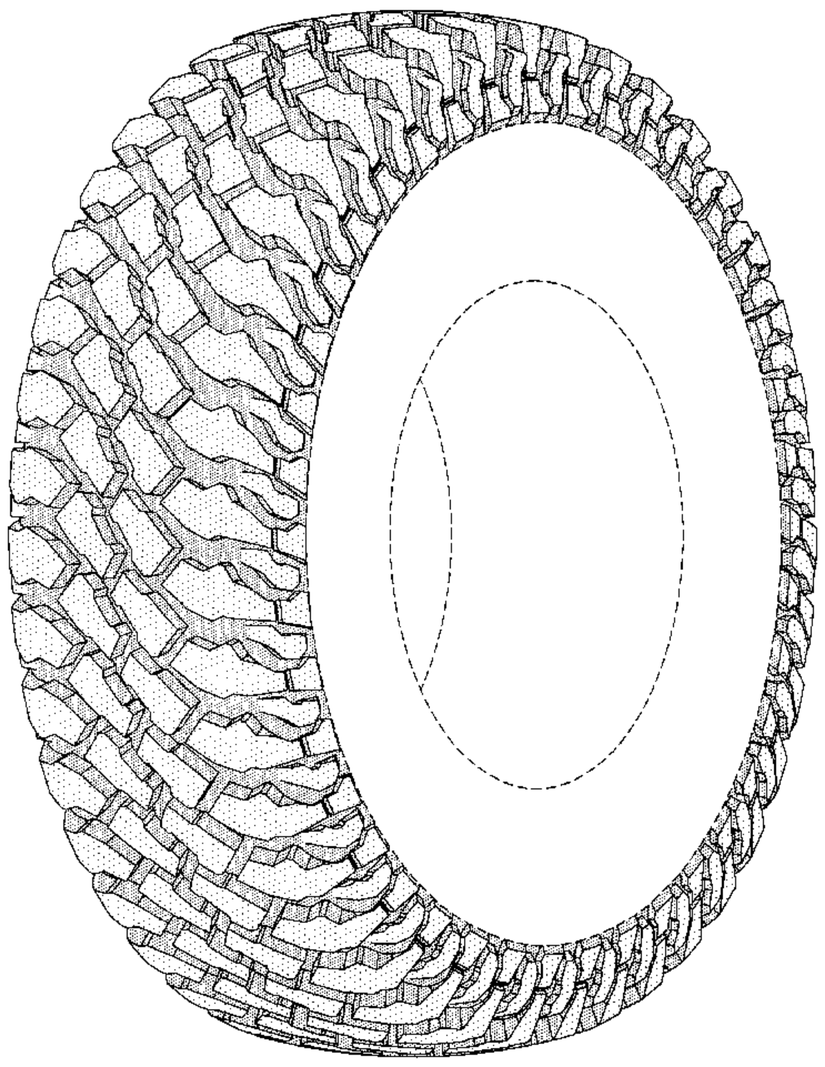
(57) **CLAIM**

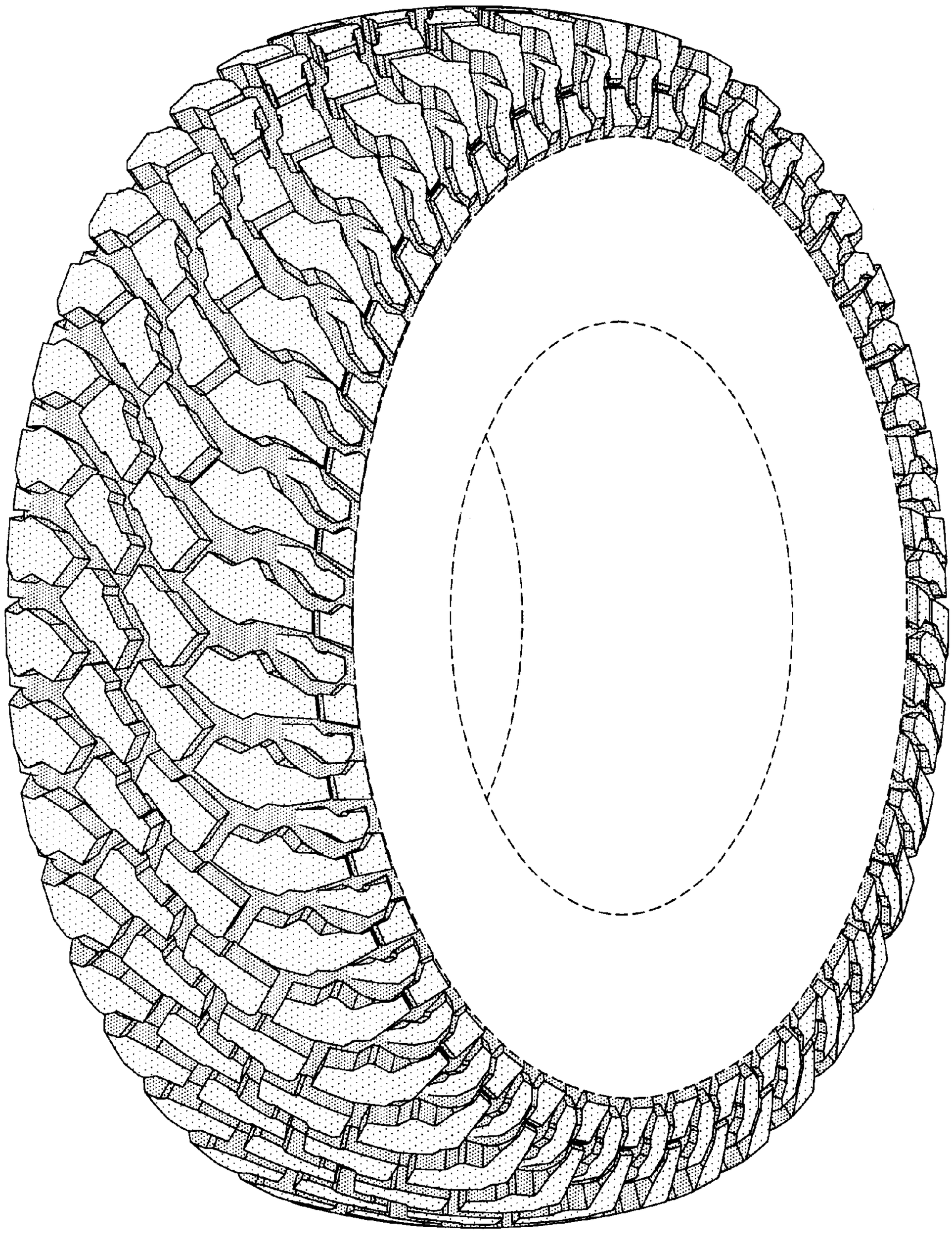
The ornamental design for a tire tread, as shown and described.

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 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; and,
FIG. **4** is an enlarged fragmentary side perspective view thereof.
The broken lines defining the tire sidewall and inner bead and the peripheral boundary between the tire tread and sidewall are for illustrative purposes only and form no part of the claimed design.

1 Claim, 4 Drawing Sheets





FIG–1

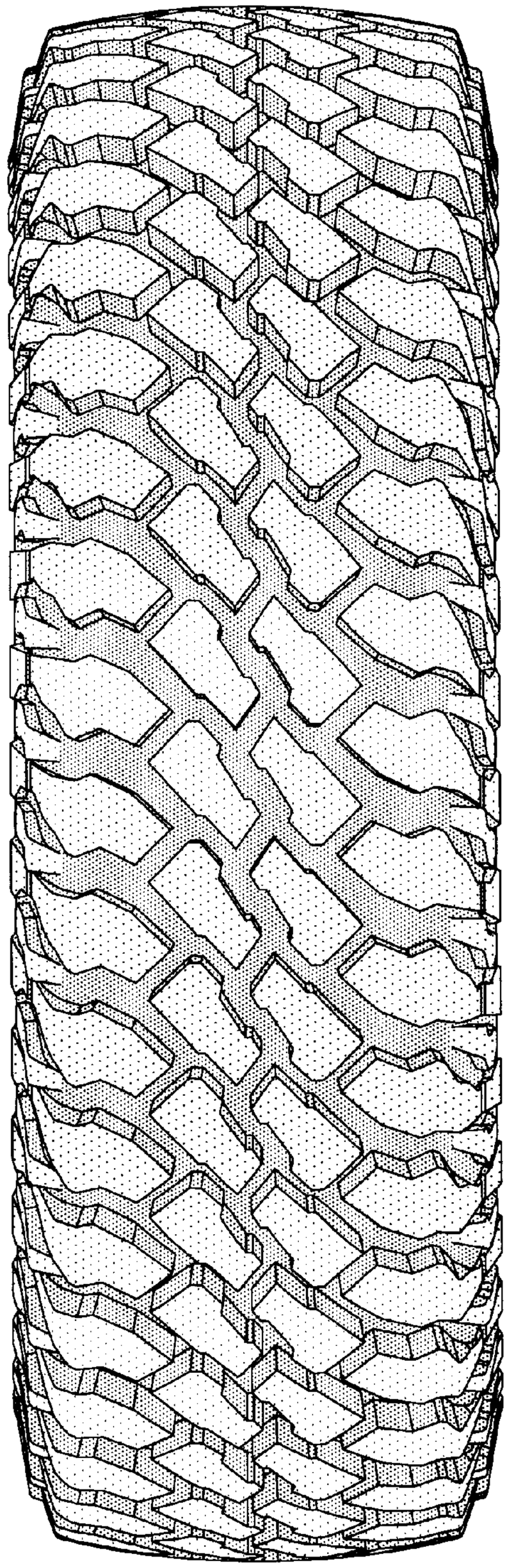
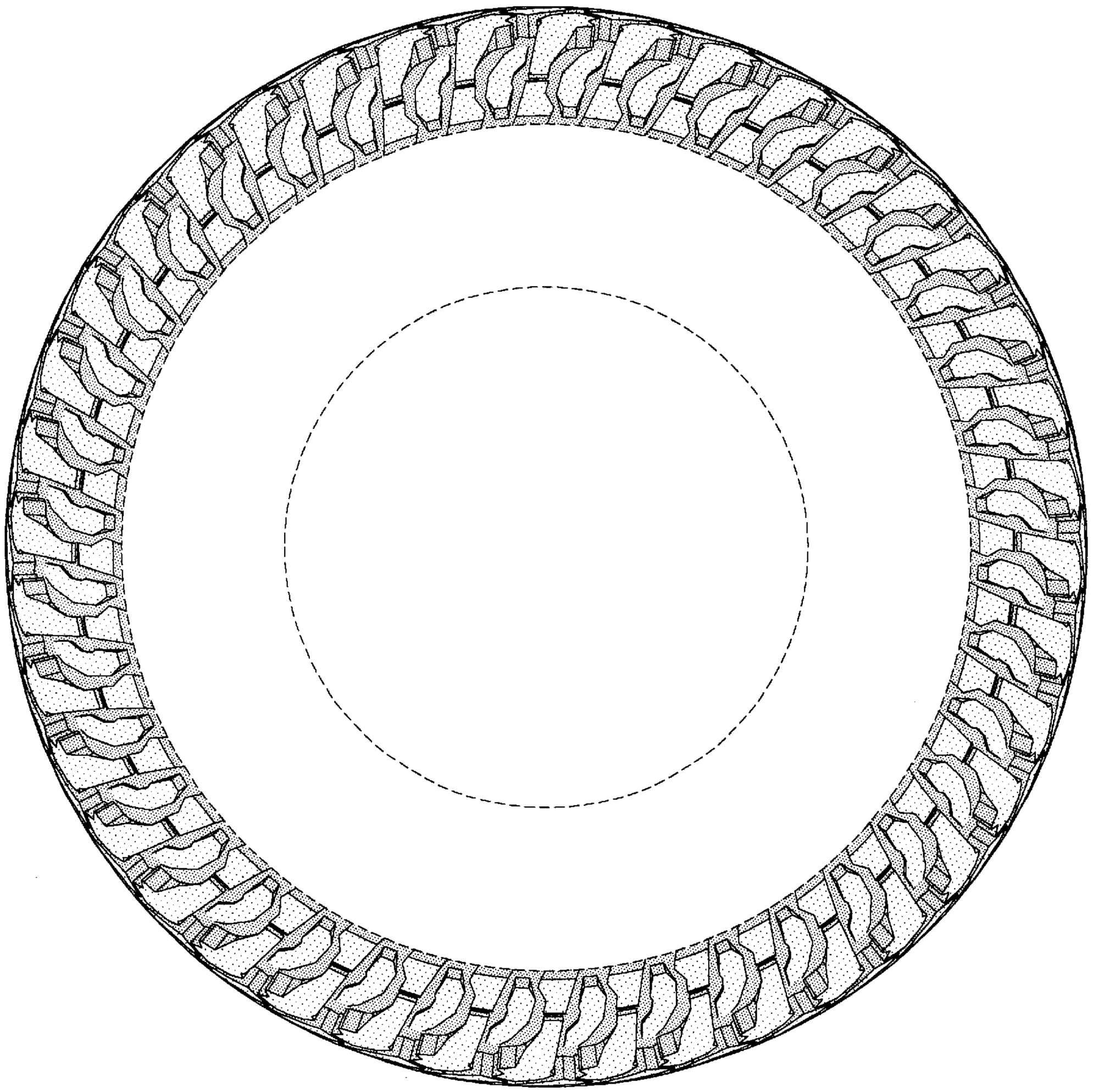


FIG-2



FIG–3

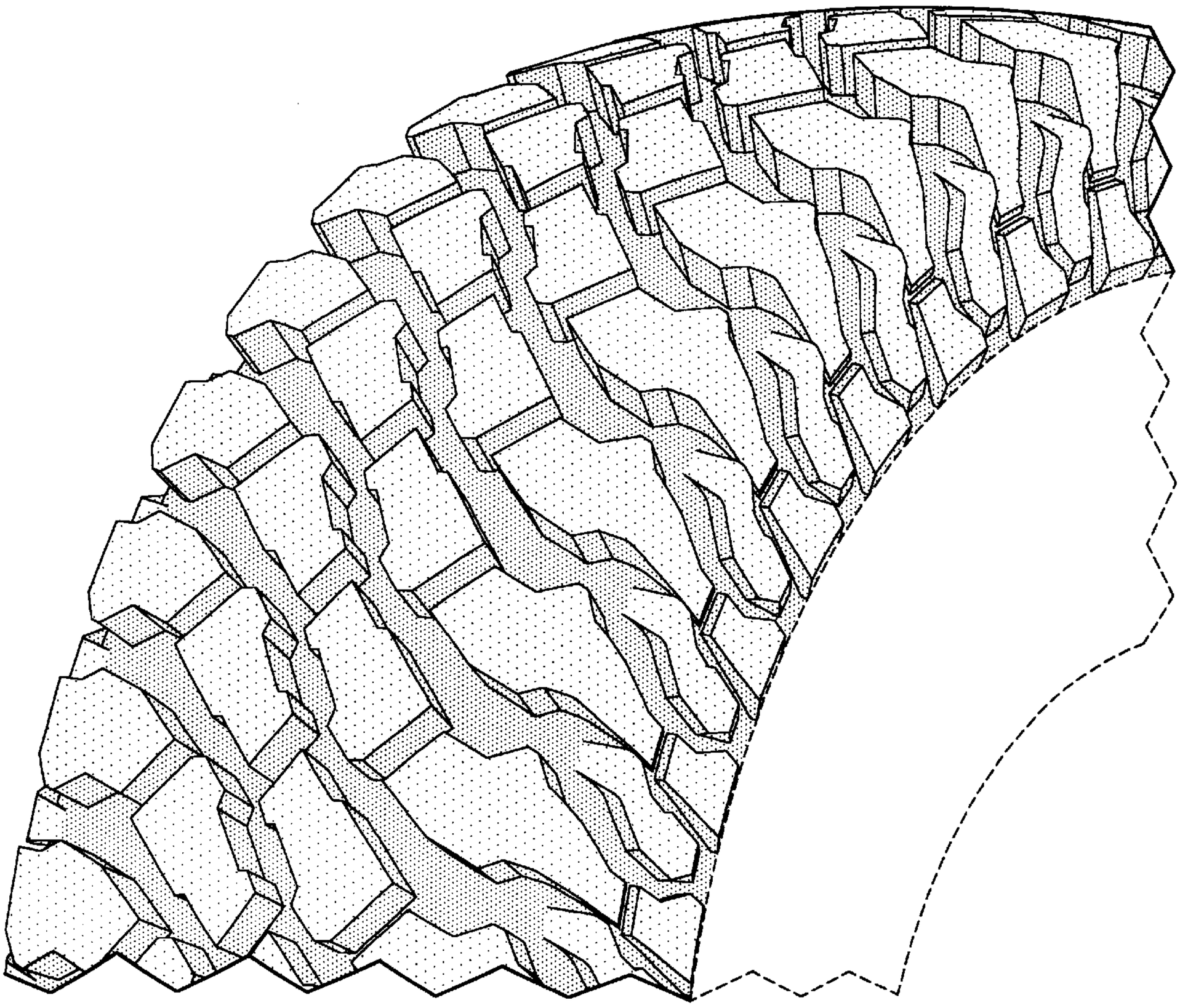


FIG-4