



US00D452666B1

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

(10) **Patent No.:** **US D452,666 S**

(45) **Date of Patent:** **\*\* Jan. 1, 2002**

(54) **TIRE TREAD**

D. 432,467 10/2000 Guspodin et al. .... D12/147  
D. 433,355 11/2000 Markoff et al. .... D12/147

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**OTHER PUBLICATIONS**

Marshal Power Prima II Tire, 1999 Tread Design Guide, Jan. 1999, p. 46. 1/5.\*  
Summit Premium Radial Ride Plus Tire, 1999 Tread Design Guide, Jan. 1999, p. 70. 3/4.\*

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

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

\* cited by examiner

(21) Appl. No.: **29/134,028**

*Primary Examiner*—Robert M. Spear

(22) Filed: **Dec. 12, 2000**

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

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

(52) **U.S. Cl.** ..... **D12/147**

(58) **Field of Search** ..... D12/134-152;  
152/209.1, 209.9, 209.16, 209.25, 209.27,  
902, 903

(57) **CLAIM**

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

(56) **References Cited**

**DESCRIPTION**

**U.S. PATENT DOCUMENTS**

D. 344,478	*	2/1994	Consolacion et al.	.....	D12/147
D. 350,092		8/1994	Brayer et al.	.....	D12/147
D. 350,095		8/1994	Anderson et al.	.....	D12/147
D. 367,453		2/1996	Consolacion et al.	.....	D12/147
D. 369,768		5/1996	Wakamatsu et al.	.....	D12/147
D. 377,330		1/1997	Takegawa et al.	.....	D12/147
D. 379,340		5/1997	Consolacion et al.	.....	D12/147
D. 382,521		8/1997	Consolacion et al.	.....	D12/147
D. 388,373		12/1997	Breny et al.	.....	D12/147
D. 392,922		3/1998	Heinen et al.	.....	D12/147
D. 398,568		9/1998	Graas et al.	.....	D12/147
D. 403,627		1/1999	Graas et al.	.....	D12/146
D. 415,982		11/1999	Consolacion et al.	.....	D12/147
D. 416,217		11/1999	Guspodin et al.	.....	D12/147

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;

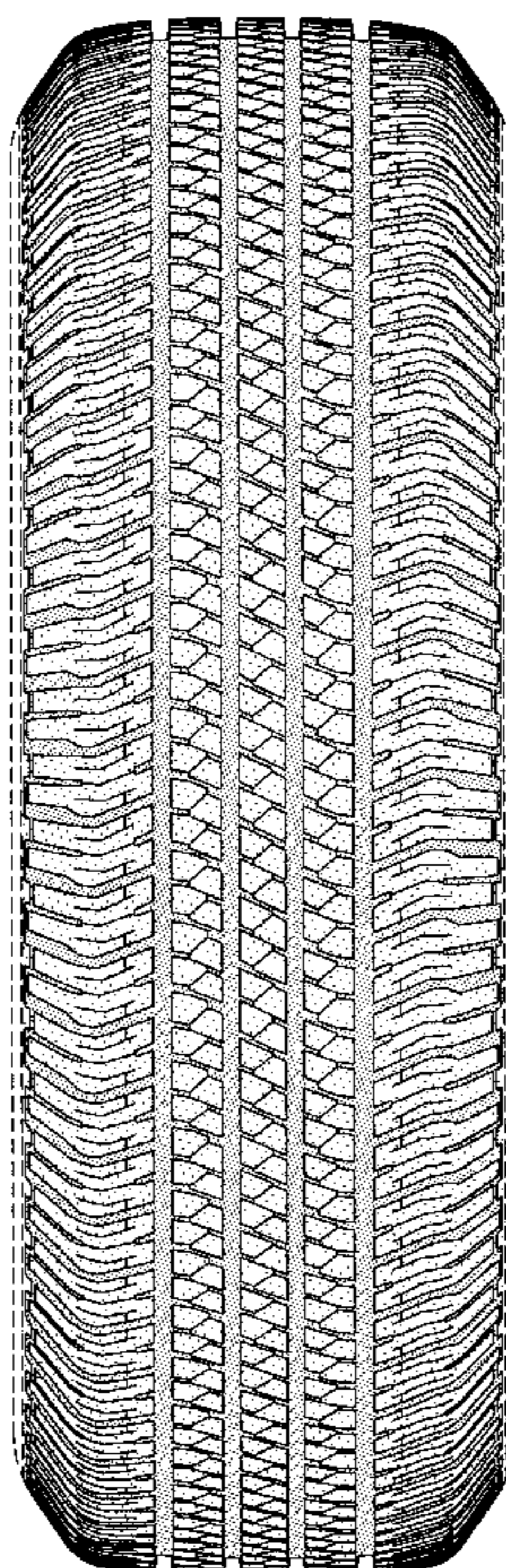
FIG. 2 is a front elevational view thereof;

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 front elevational view thereof.

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



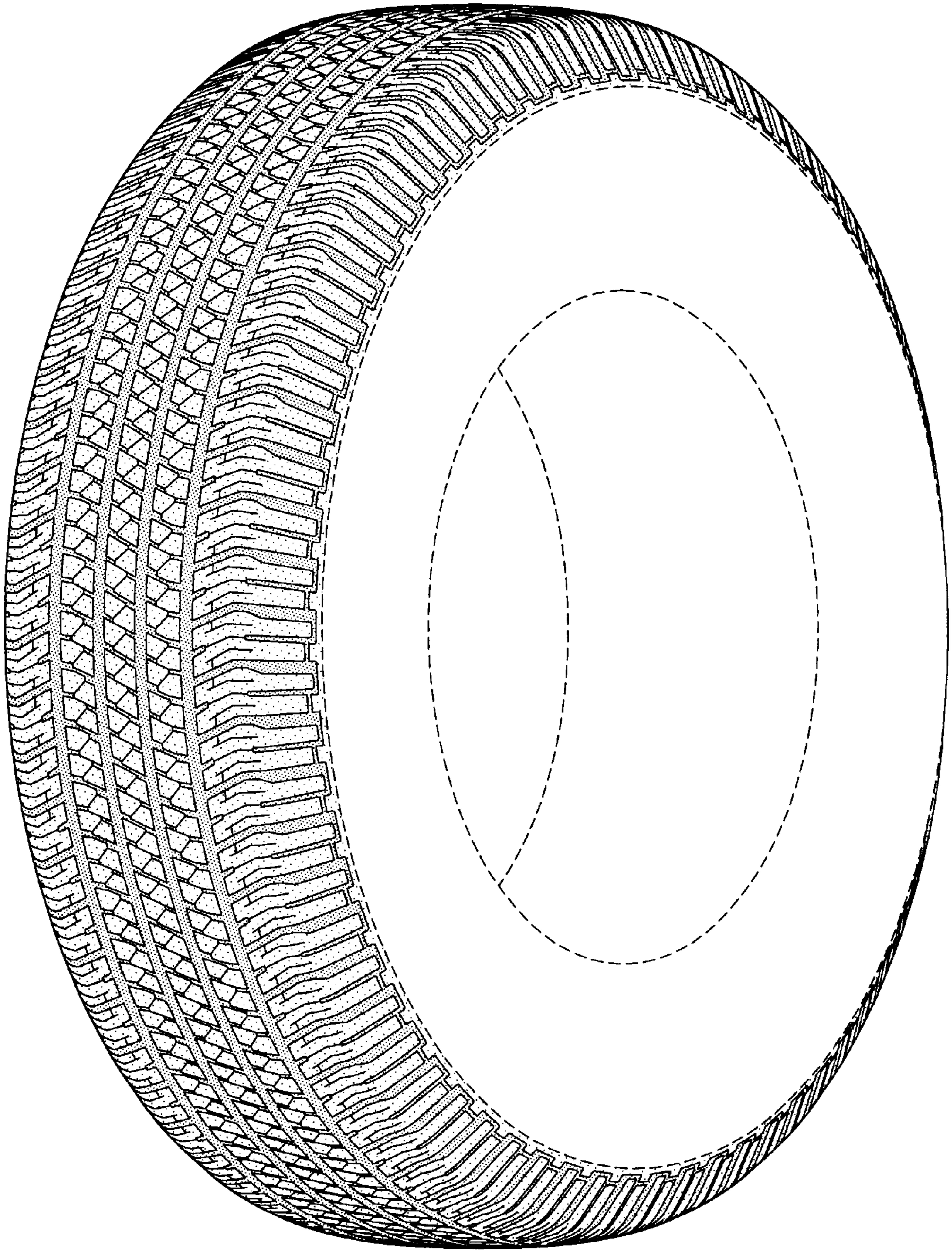


FIG-1

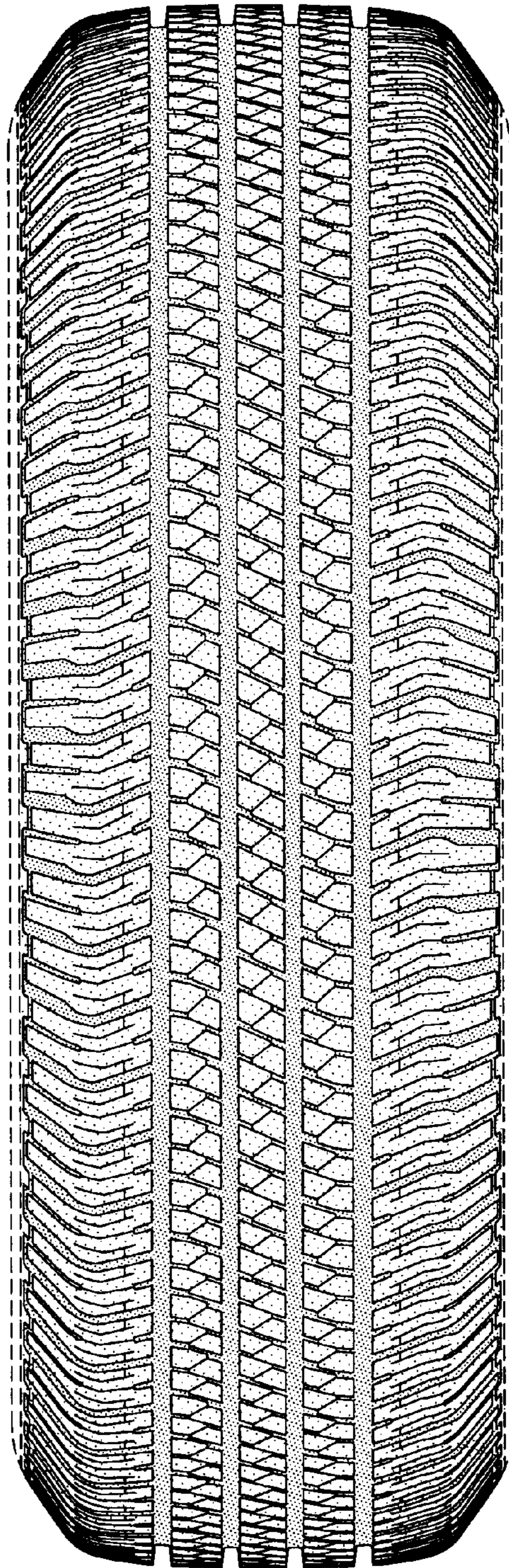


FIG-2

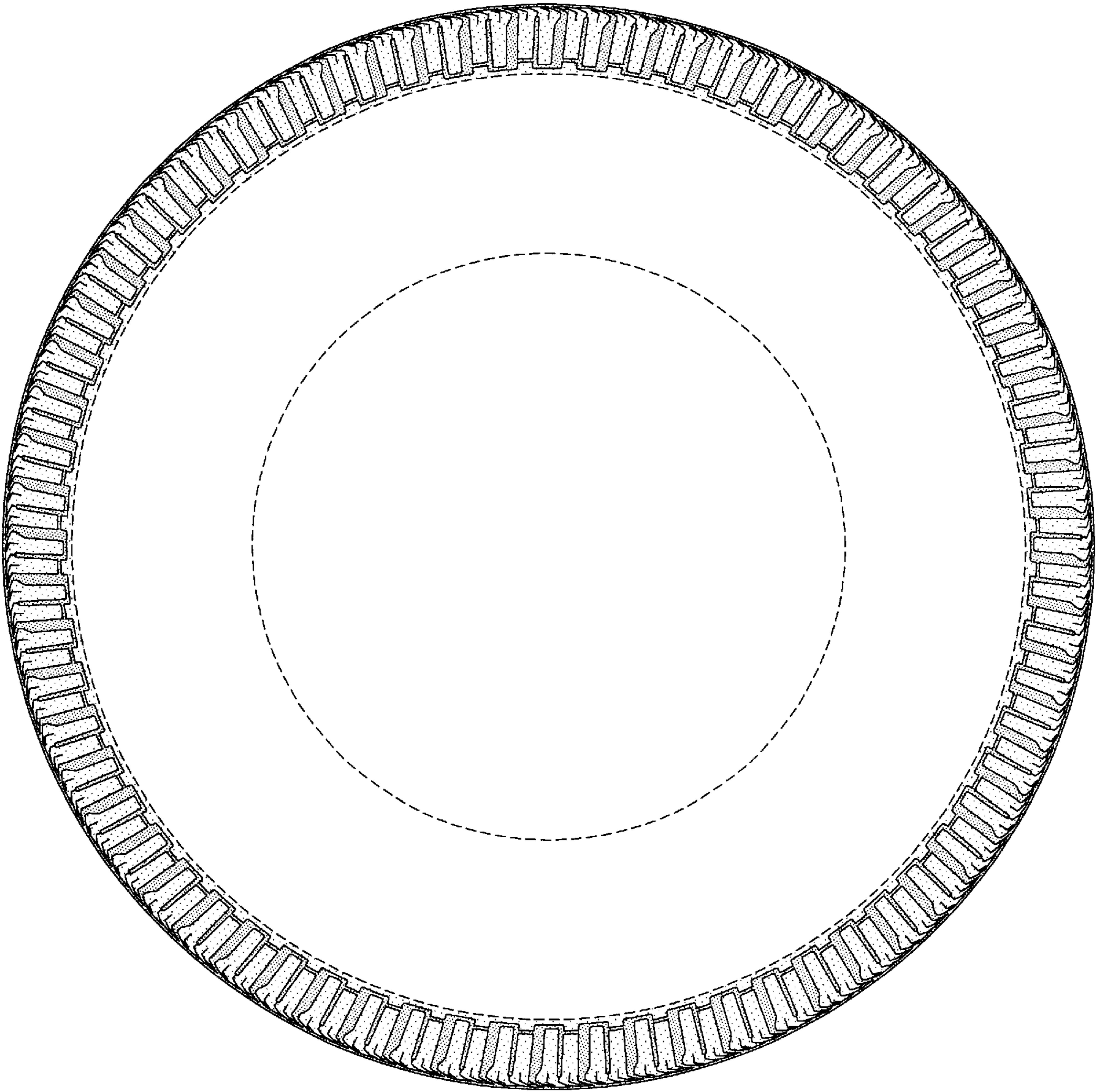


FIG-3

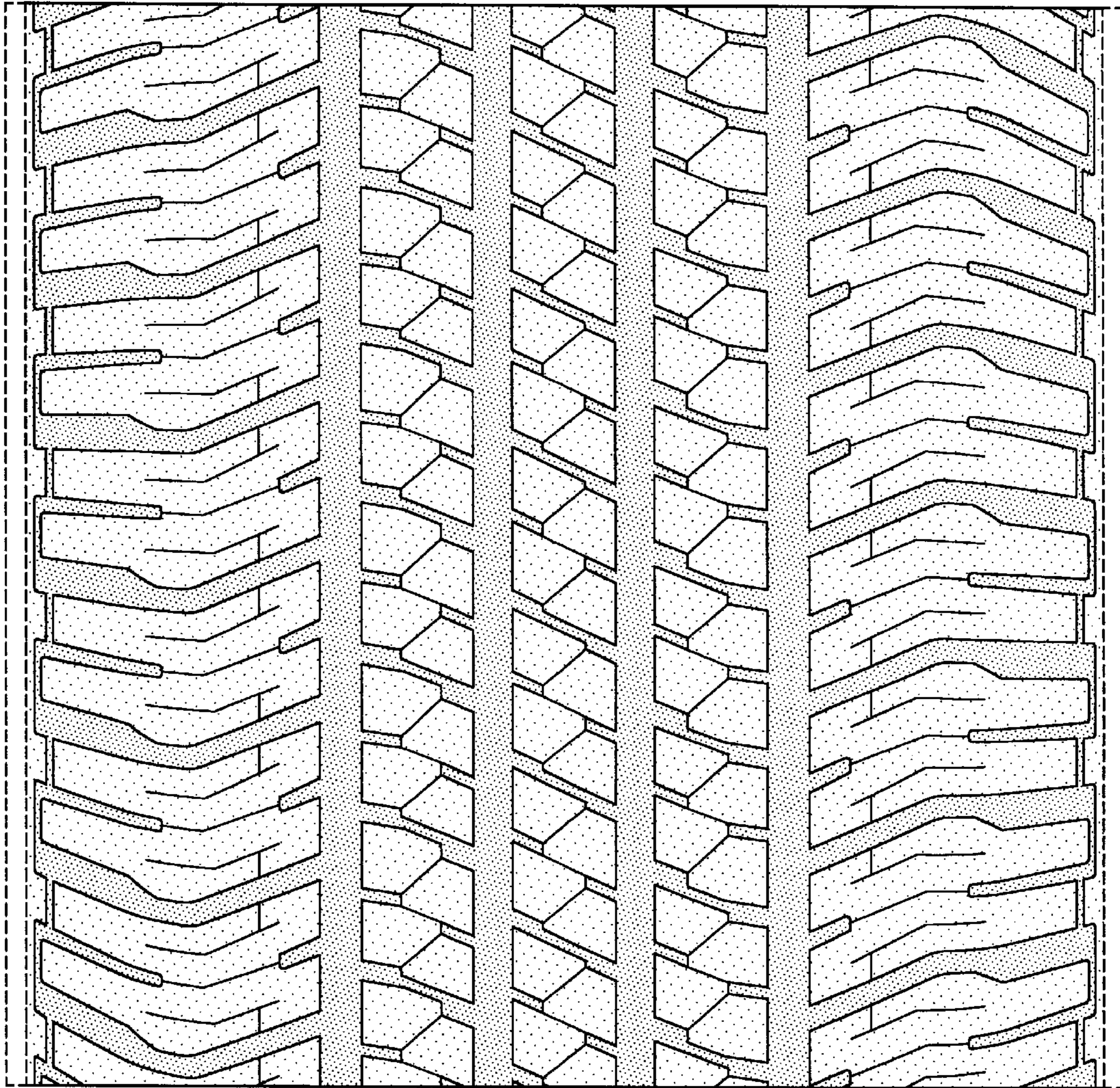


FIG-4