US00D457487S

(12) **United States Design Patent**
Rayman

(10) **Patent No.: US D457,487 S**
(45) **Date of Patent: ** May 21, 2002**

(54) **TIRE TREAD**

(75) Inventor: **William Earl Rayman**, Hartville, OH (US)

(73) Assignee: **The Goodyear Tire & Rubber Company**, Akron, OH (US)

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

(21) Appl. No.: **29/144,270**

(22) Filed: **Jun. 28, 2001**

(51) **LOC (7) Cl.** **12-15**
(52) **U.S. Cl.** **D12/579**
(58) **Field of Search** D12/512, 513, D12/544, 545, 557, 558, 563, 579, 580, 593, 602, 901; 152/209.1, 209.9, 209.12, 209.13, 209.22, 209.28

(56) **References Cited**

U.S. PATENT DOCUMENTS

2,971,552	A	*	2/1961	Williams et al.	152/209.1
D195,615	S	*	7/1963	Tiborcz	D12/558
4,217,943	A	*	8/1980	Tsuzura	152/209.12
4,412,575	A		11/1983	Maeda et al.	152/209 R
5,002,110	A		3/1991	Tsurunaga et al.	152/209 B
5,180,453	A		1/1993	Fukasawa et al.	152/209 R
D441,326	S	*	5/2001	Maxwell	D12/544

OTHER PUBLICATIONS

Federal Power Lug 131 Tire, 2000 Tread Design Guide, Jan. 2000, p. 90. 1/2.*
Kumho Rib Deluxe 302C And Power Lug 326 Tires, 2000 Tread Design Guide, Jan. 2000, p. 97. 4/2 & 4/4.*
Delta Cross Bar Tire, 2000 Tread Design Guide, Jan. 2000, p. 126. 2/5.*
Federal Power Lug 137 Tire, 2000 Tread Design Guide, Jan. 2000, p. 129. 3/5.*
Hercules Superior Hi–Way Lug Tire, 2000 Tread Design Guide, Jan. 2000, p. 135. 3/5.*
Bridgestone RL R–Lug Tire, 2000 Tread Design Guide, Jan. 2000, p. 159. 1/5.*
Bridgestone VRLS V–Steel R–Lug S and D–Lug Tires, 2000 Tread Design Guide, Jan. 2000, p. 160. 2/1 & 2/4.*
Goodyear RL–4, RL–4A & RL–4H Tires, 2000 Tread Design Guide, Jan. 2000, p. 166. 2/1, 2/2, & 2/3.*

* cited by examiner

Primary Examiner—Robert M. Spear
(74) *Attorney, Agent, or Firm*—David L. King

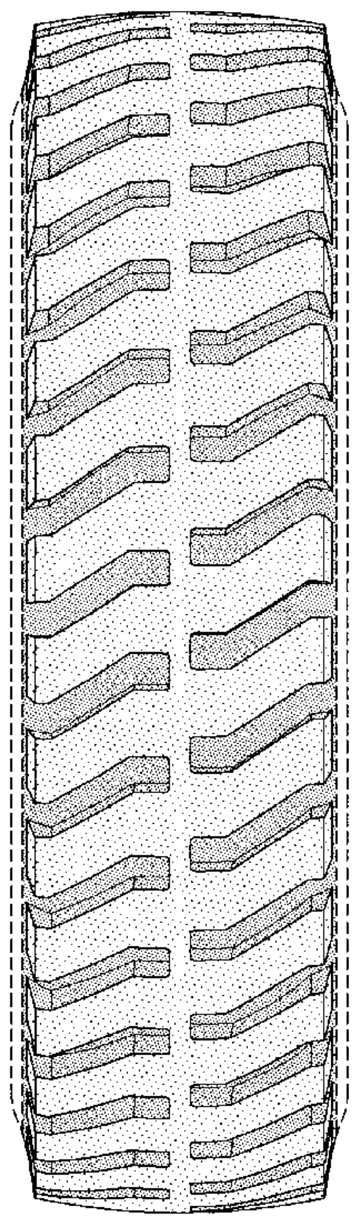
(57) **CLAIM**

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

DESCRIPTION

FIG. **1** is a perspective view of a tire tread showing our new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread;
FIG. **2** is a front elevational view thereof;
FIG. **3** is a side elevational view thereof, the opposite side elevational view being identical thereto; and,
FIG. **4** is an enlarged fragmentary perspective view.
In the drawings, the broken lines defining the sidewall and inner bead of the tire and the peripheral boundary between the tire tread and the sidewall are for illustrative purposes only and form no part of the claimed design.

1 Claim, 4 Drawing Sheets



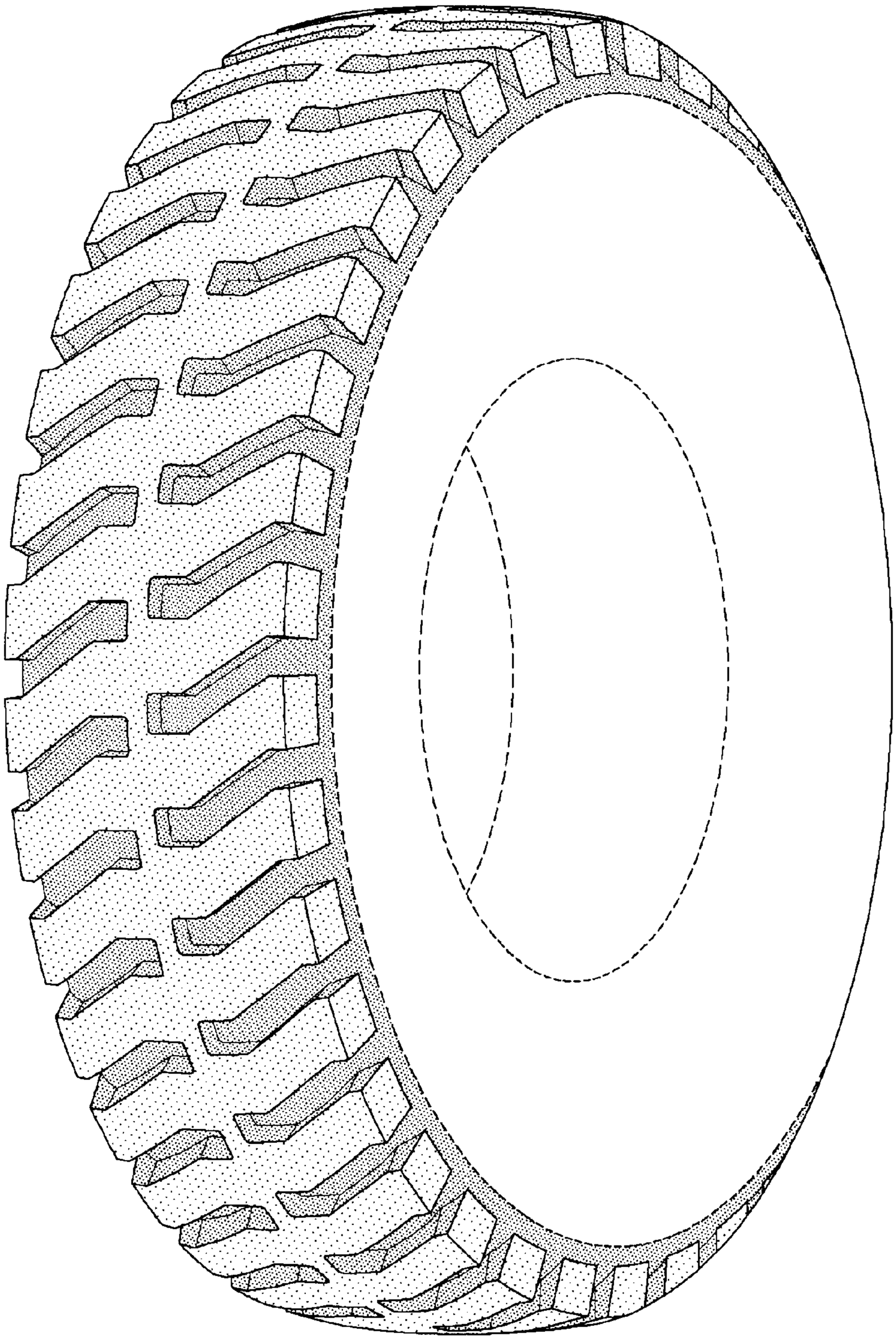


FIG-1

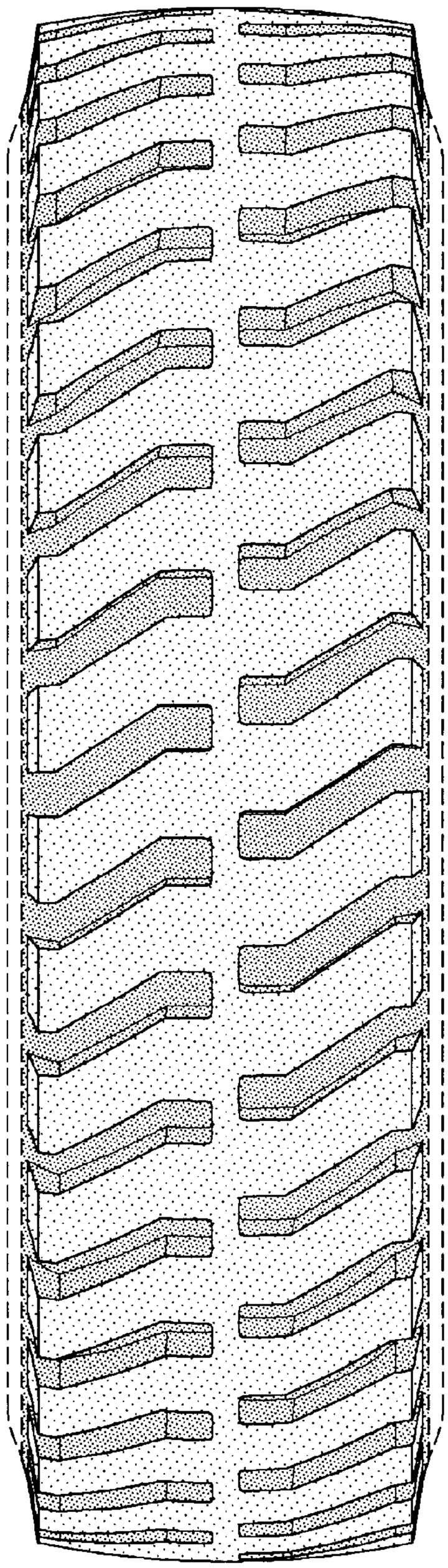


FIG-2

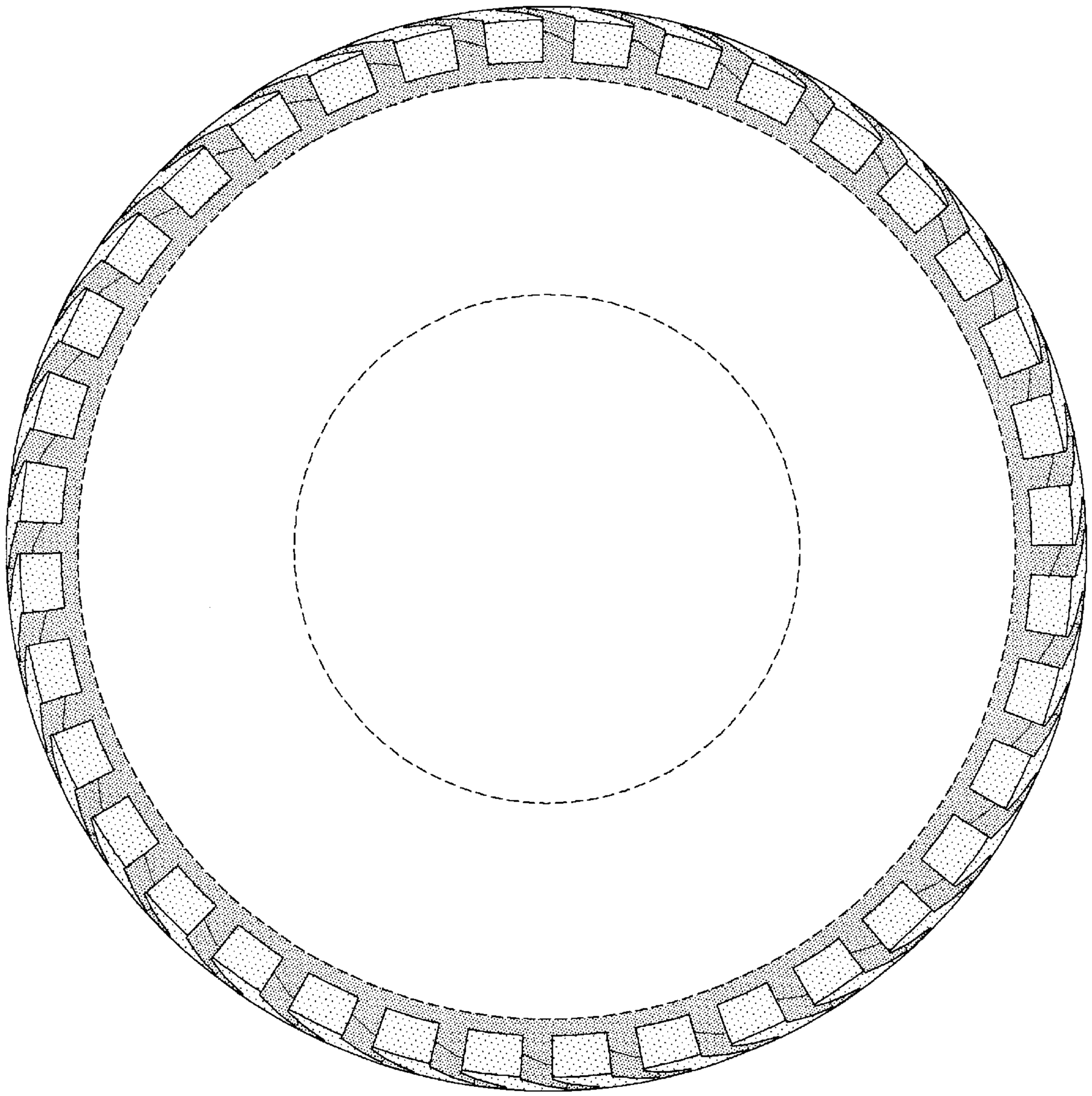
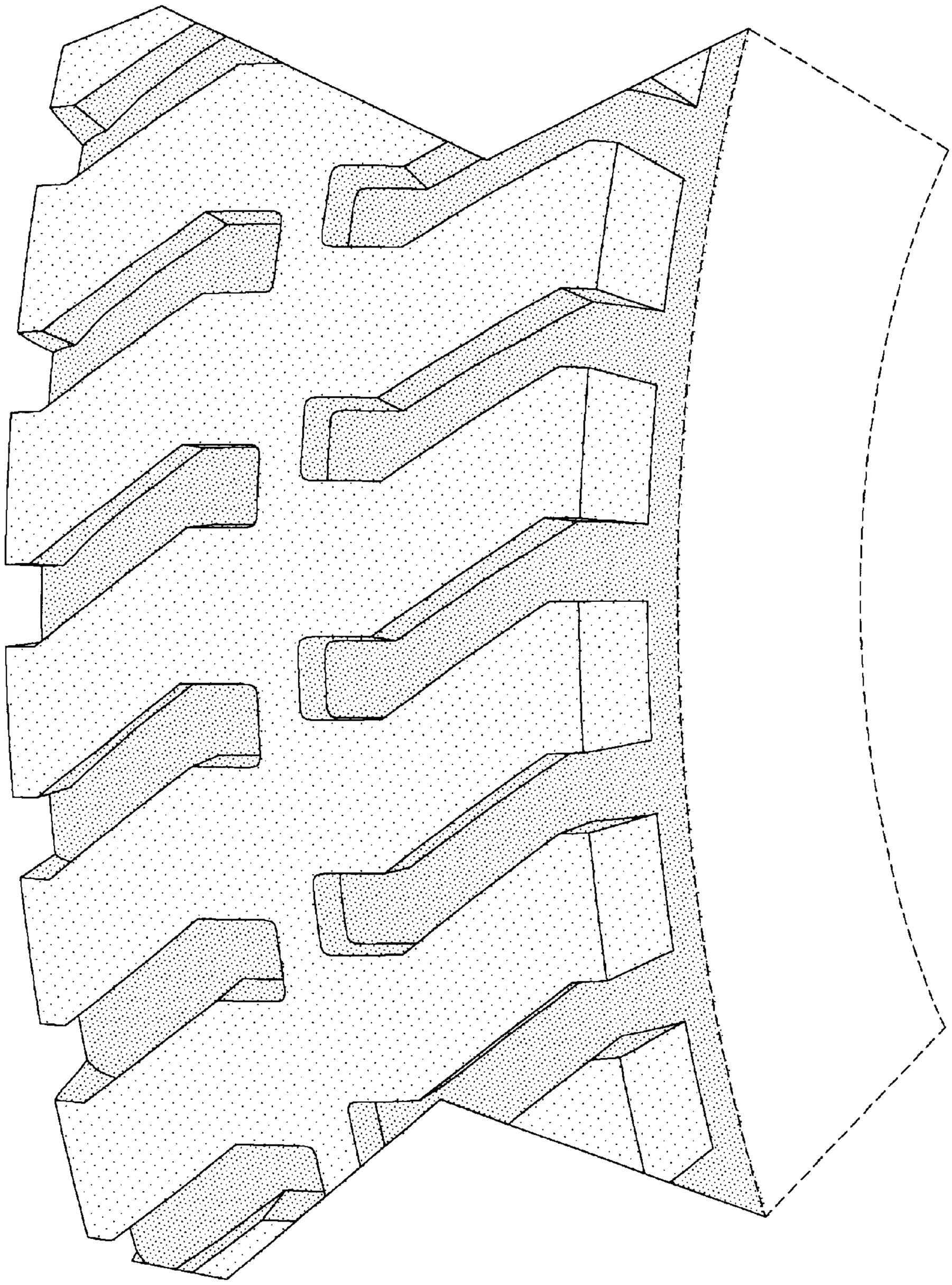


FIG-3



FIG–4