



US00D480352S

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

(10) **Patent No.:** **US D480,352 S**

(45) **Date of Patent:** **** Oct. 7, 2003**

(54) **TIRE TREAD**

Sigma Supreme TR Tire, 2000 Tread Design Guide, Jan. 2000, p. 63. 3/4.*

(75) Inventors: **Max Harold Dixon**, Stow, OH (US);
William Thomas Adams, Jr., North
Canton, OH (US); **Joseph Henry Laco**,
Akron, OH (US)

* cited by examiner

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

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

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

(57) **CLAIM**

(21) Appl. No.: **29/171,354**

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

(22) Filed: **Nov. 21, 2002**

DESCRIPTION

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

(52) **U.S. Cl.** **D12/601**

(58) **Field of Search** D12/586, 587,
D12/588, 589, 590, 591, 594, 595, 600,
601, 90; 152/209.1, 209.9, 209.13, 209.18,
209.19

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 right side elevational view thereof, the opposite side elevational view being identical thereto; and,

FIG. 4 is an enlarged fragmentary perspective view.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D326,074 S	*	5/1992	Himuro et al.	.....	D12/601
D365,067 S	*	12/1995	Kotanides, Jr. et al.	....	D12/601
D399,800 S	*	10/1998	Himuro et al.	.....	D12/601
D417,420 S	*	12/1999	Villamizar et al.	.....	D12/601
D450,019 S	*	11/2001	Himuro et al.	.....	D12/601

In the drawings, the broken lines defining the sidewall, inner bead and the peripheral boundary between the tire tread and the sidewall are for illustrative purposes only and form no part of the claimed design.

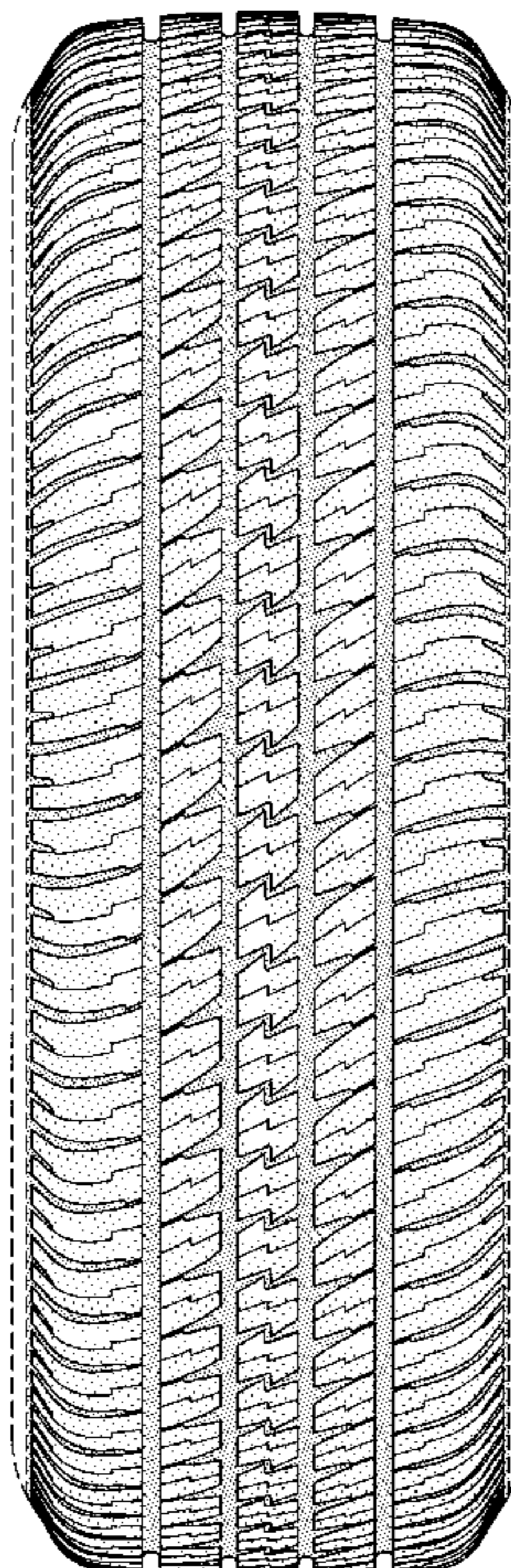
OTHER PUBLICATIONS

Goodyear Wingfoot HP Tire, 2000 Tread Design Guide, Jan. 2000, p. 33. 4/5.*

Lee Super Tire, 2000 Tread Design Guide, Jan. 2000, p. 43. 4/2.*

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

1 Claim, 4 Drawing Sheets



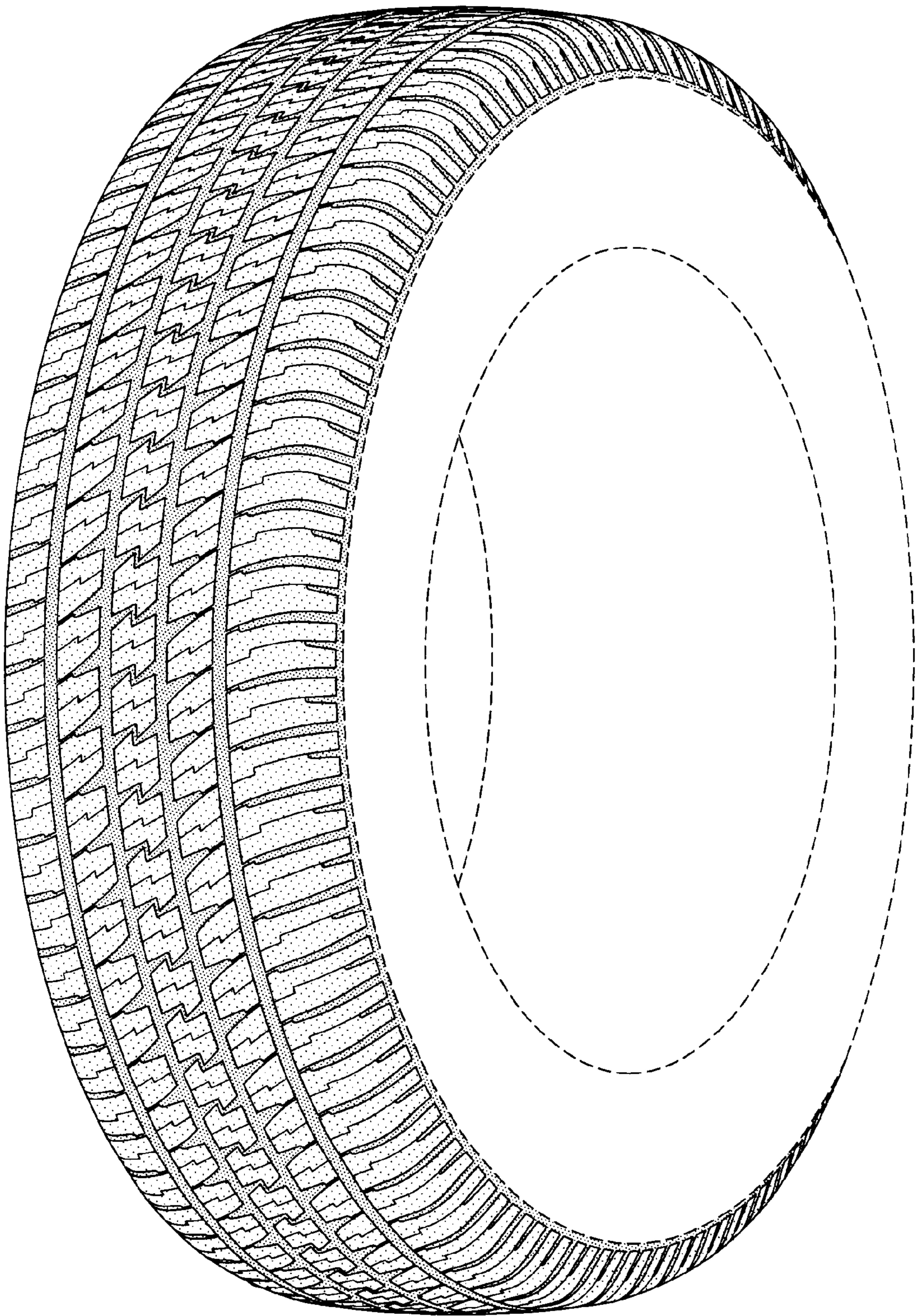


FIG-1

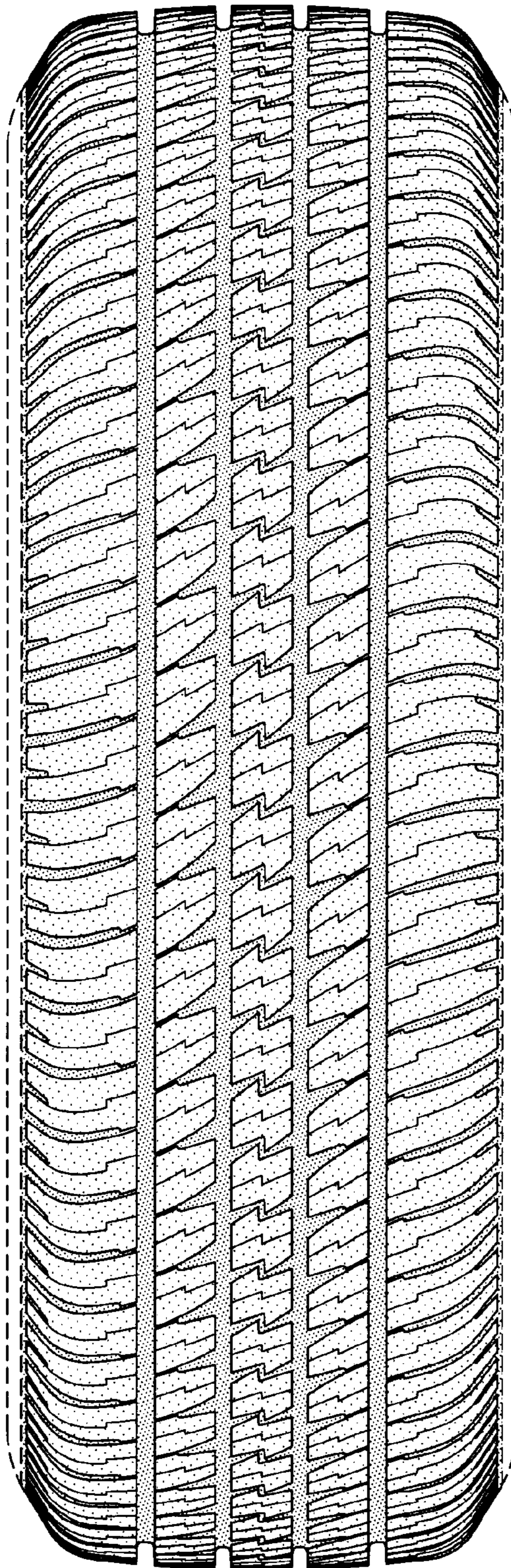


FIG-2

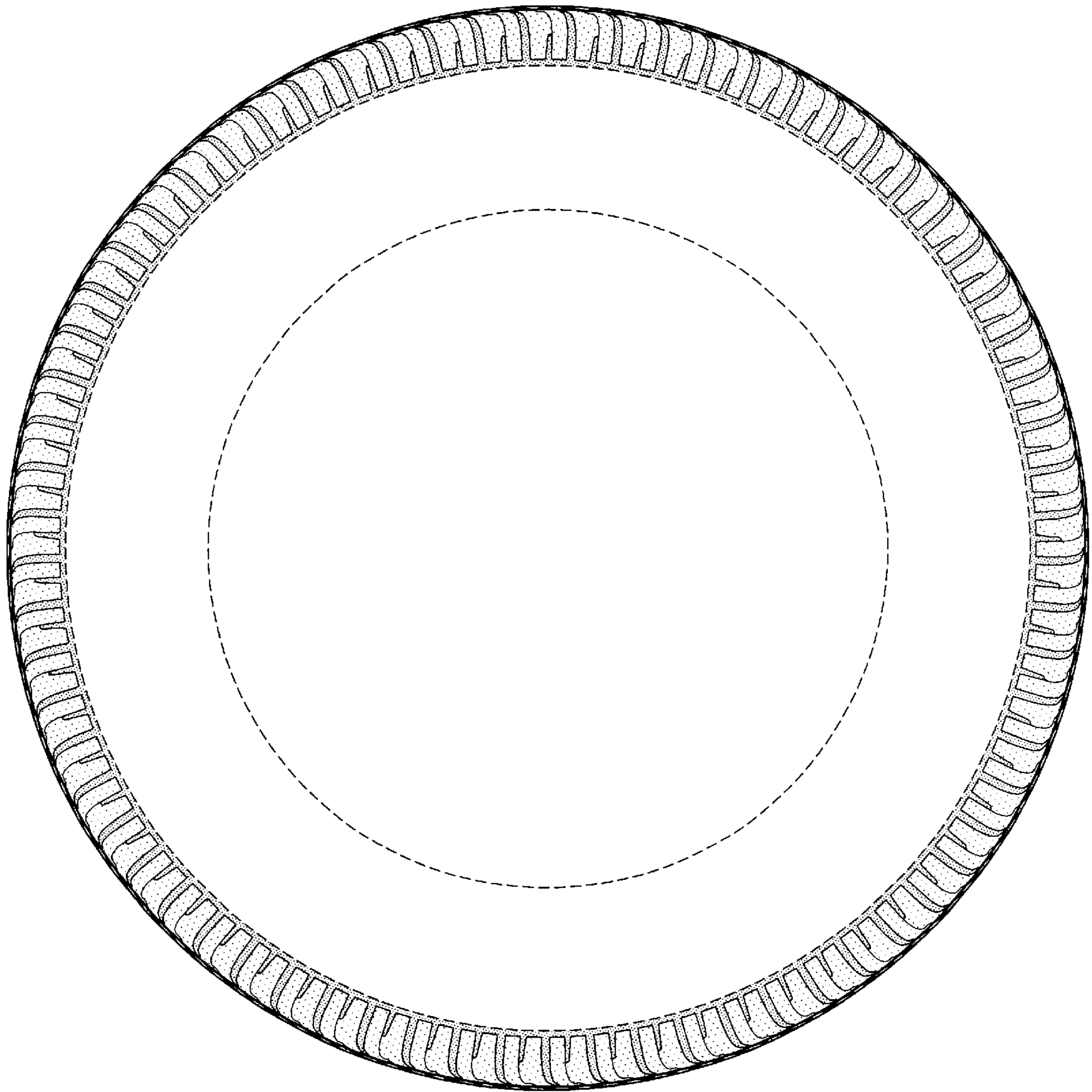


FIG-3

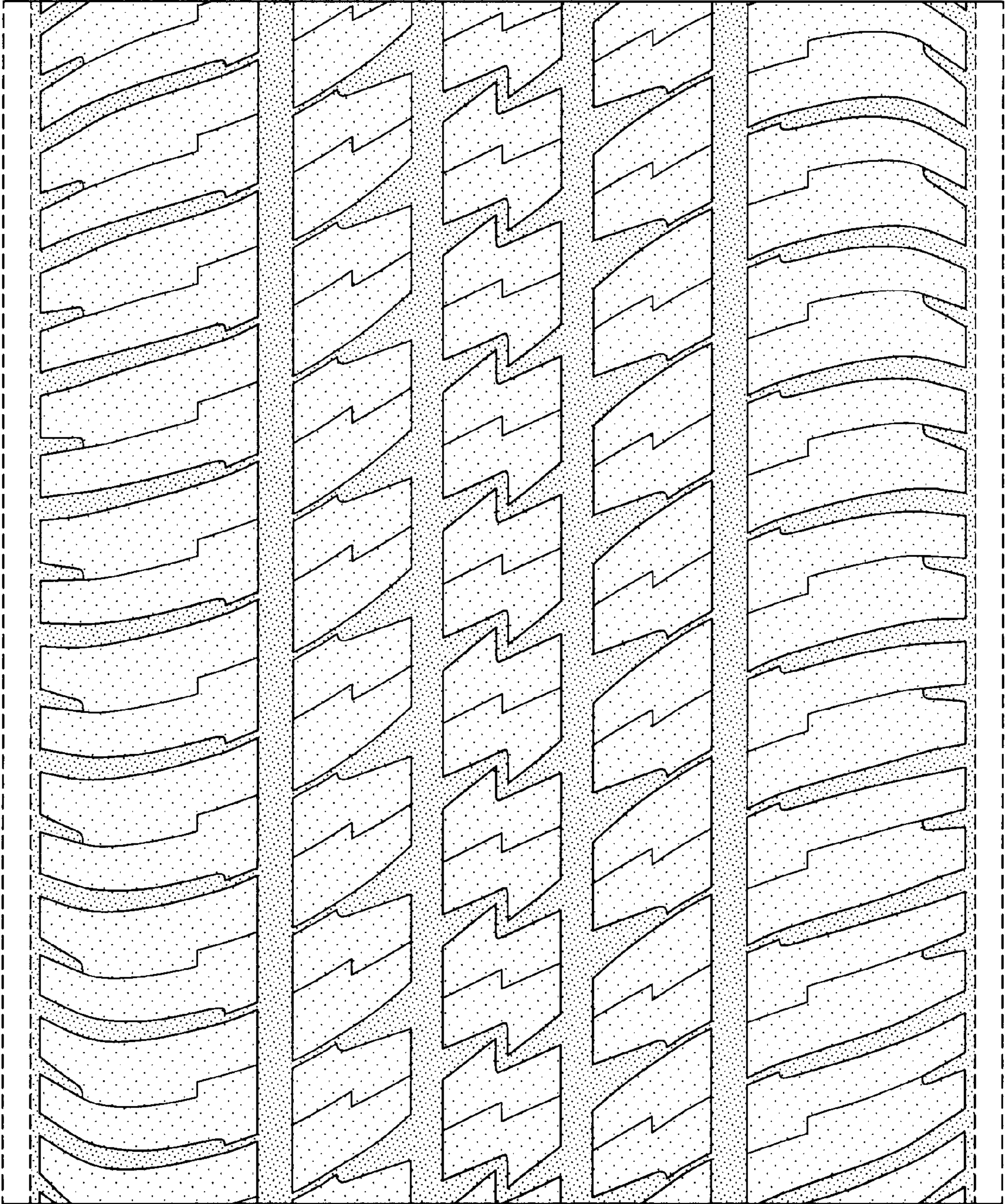


FIG-4