



US00D481990S

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

(10) **Patent No.:** **US D481,990 S**

(45) **Date of Patent:** **\*\* Nov. 11, 2003**

(54) **TIRE TREAD**

(75) **Inventor:** **Gregory Scott Hanna**, Atwater, OH (US)

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

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

(21) **Appl. No.:** **29/173,059**

(22) **Filed:** **Dec. 19, 2002**

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

(52) **U.S. Cl.** ..... **D12/579; D12/600**

(58) **Field of Search** ..... D12/500, 501,  
D12/502, 512, 520, 544, 552, 579, 587,  
593, 602; 152/209.1, 209.11, 209.12, 209.13,  
209.18

Hankook T25 Tire, 2000 Tread Design Guide, Jan. 2000, p. 134. 3/3.\*

Michelin XDL & XDY Tires, 2000 Tread Design Guide, Jan. 2000, p. 143. 1/5 & 3/2.\*

Ohtsu Hi-Steel Radial CI-627 Tire, 2000 Tread Design Guide, Jan. 2000, p. 147. 4/2.\*

Yokohama LY053 Tire, 2000 Tread Design Guide, Jan. 2000, p. 155. 4/4.\*

Michelin XZH & XKD1 Tires, 2000 Tread Design Guide, Jan. 2000, p. 168. 3/1 & 3/3.\*

\* 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.

(56) **References Cited**

**U.S. PATENT DOCUMENTS**

D177,233 S	*	3/1956	Hawkinson	.....	D12/598
D250,946 S	*	1/1979	Germain	.....	D12/594
4,982,775 A	*	1/1991	Matsumoto	.....	152/209.1
D412,302 S	*	7/1999	Rayman et al.	.....	D12/579
D456,766 S	*	5/2002	Warchol et al.	.....	D12/579
D457,488 S		5/2002	Rayman	.....	D12/579
D457,489 S		5/2002	Rayman	.....	D12/579
D457,854 S		5/2002	Rayman	.....	D12/579
D462,650 S		9/2002	Rayman	.....	D12/579
D462,651 S		9/2002	Rayman	.....	D12/579

**OTHER PUBLICATIONS**

Federal High-Traction 163 Tire, 2000 Tread Design Guide, Jan. 2000, p. 90. 1/4.\*

Cordovan Power King Deep Lug TX25 Tire, 2000 Tread Design Guide, Jan. 2000, p. 125. 1/1.\*

**DESCRIPTION**

FIG. 1 is a perspective view of a tire tread showing my new design, it being understood that the pattern repeats uniformly throughout the circumference of the tread;

FIG. 2 is a front elevational view thereof;

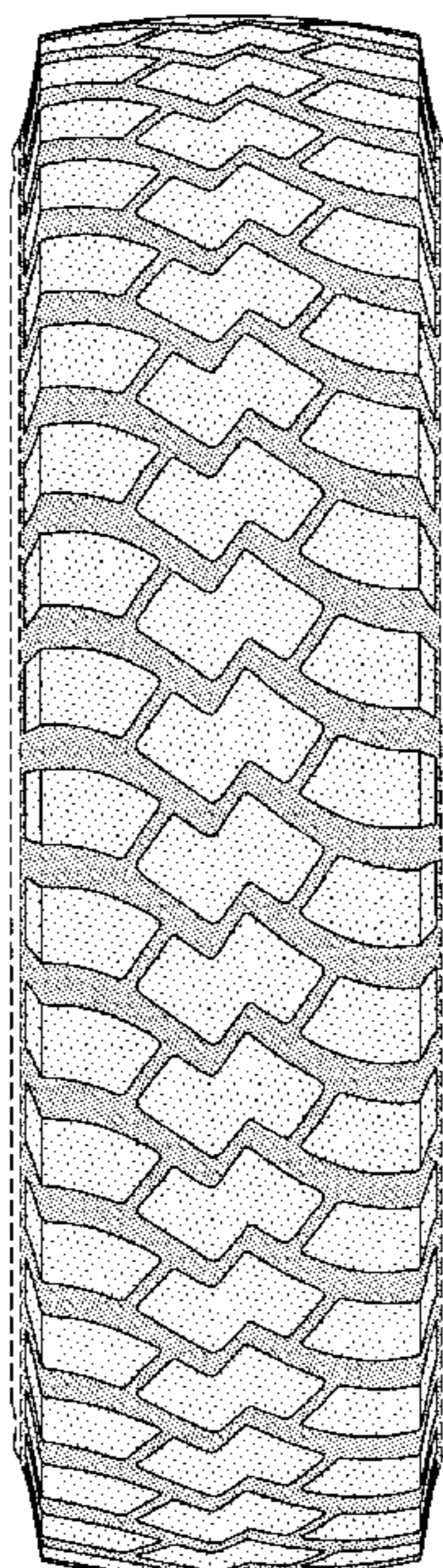
FIG. 3 is a right side elevational view thereof, the opposite side elevational view being identical thereto; and,

FIG. 4 is an enlarged fragmentary front elevational view.

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.

The dark stippled surface shading represents the recessed portion of the tread grooves having a depth as best shown in FIG. 1.

**1 Claim, 4 Drawing Sheets**



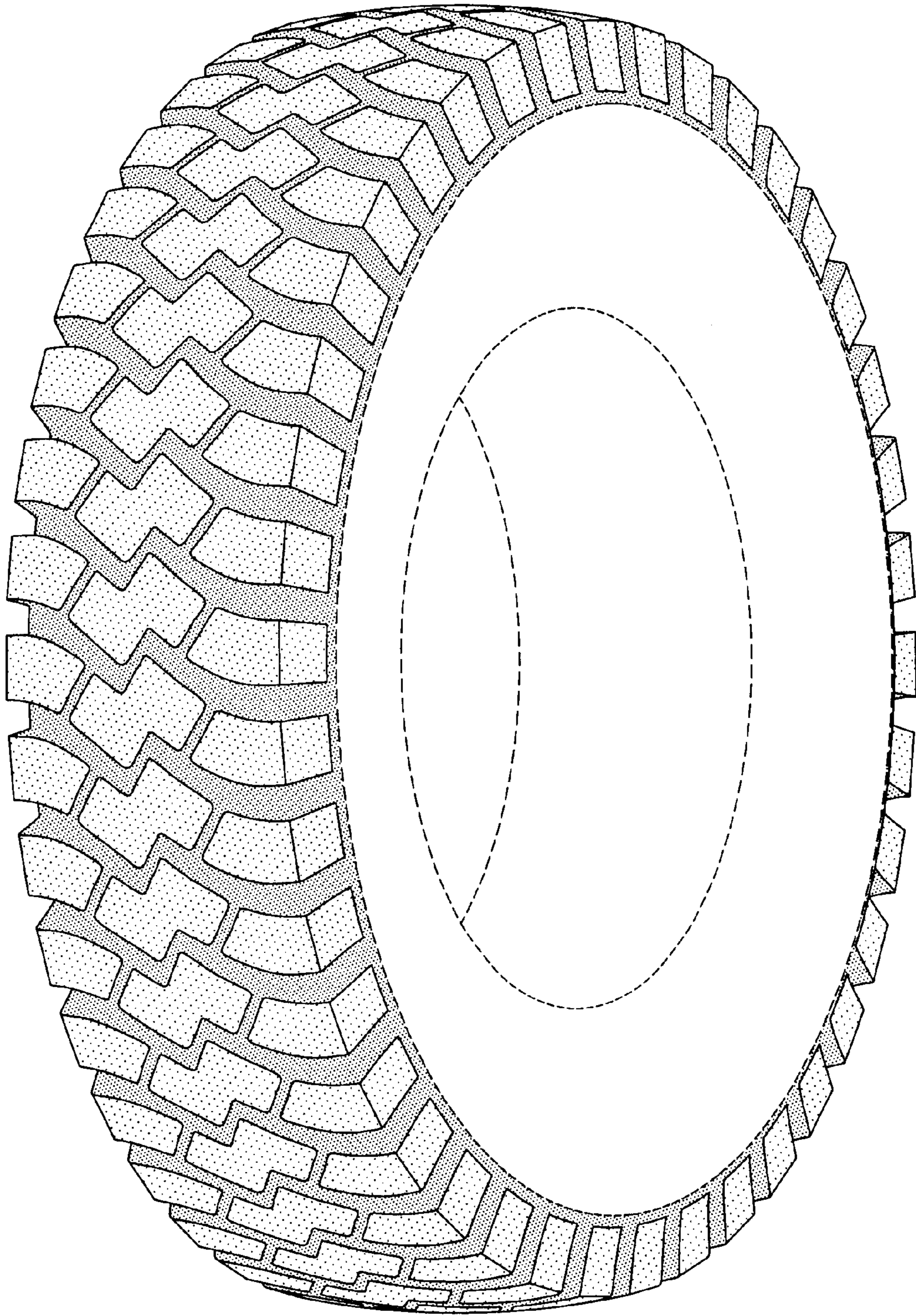


FIG-1



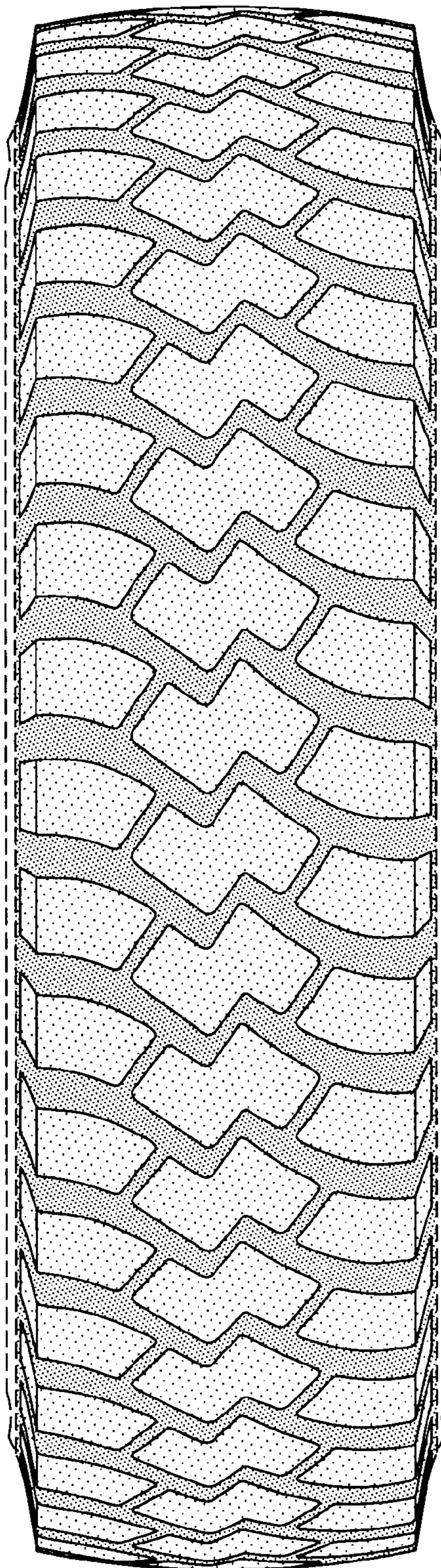


FIG-2

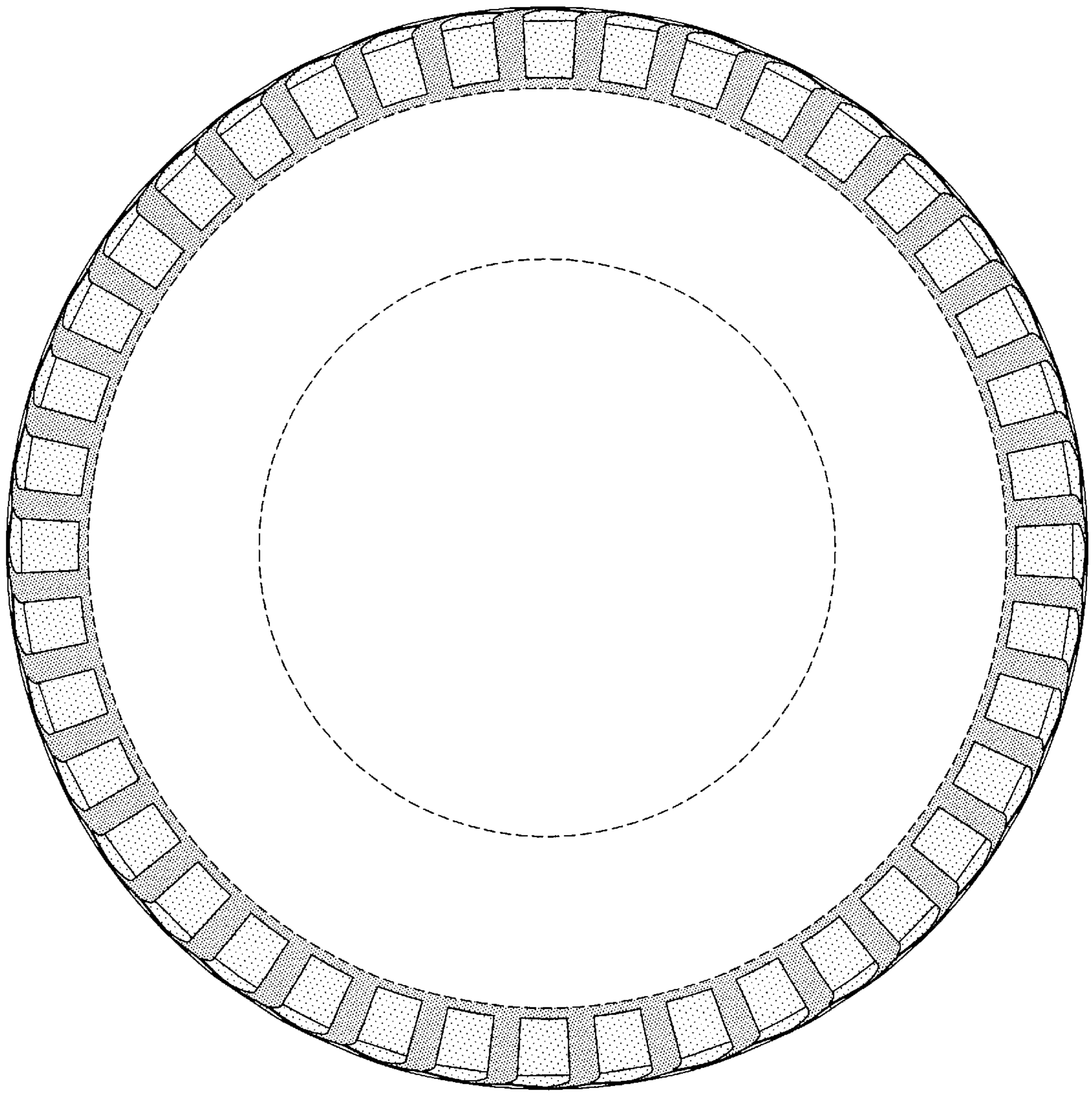


FIG-3



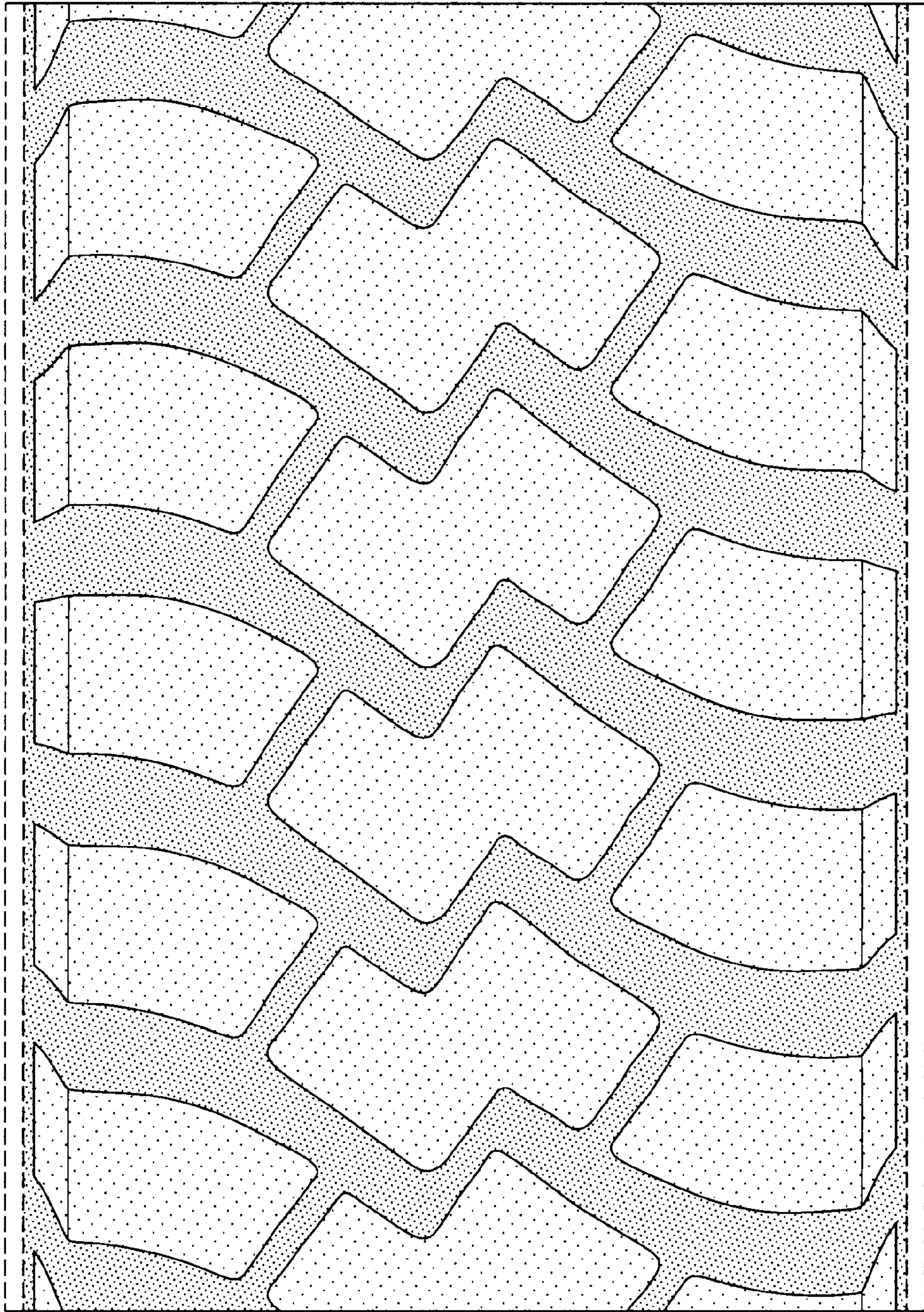


FIG-4