



US00D483322S

(12) **United States Design Patent**
Knowles et al.(10) Patent No.: **US D483,322 S**
(45) Date of Patent: ** Dec. 9, 2003(54) **TIRE TREAD**(75) Inventors: **James DeWitt Knowles**, Simpsonville, SC (US); **Alan Defazio**, Piedmont, SC (US); **Stephen Lash**, Simpsonville, SC (US)(73) Assignee: **Michelin Recherche et Technique S.A.** (CH)(**) Term: **14 Years**(21) Appl. No.: **29/162,996**(22) Filed: **Jun. 25, 2002**(51) LOC (7) Cl. **12-15**(52) U.S. Cl. **D12/601**(58) Field of Search D12/547, 549,
D12/550, 560, 561, 566, 567, 582, 584,
585, 596, 602, 603; 152/209.1, 209.9, 209.13,
209.25, 209.28(56) **References Cited**

U.S. PATENT DOCUMENTS

| | | | | | |
|------------|---|--------|-----------------|-------|---------|
| D379,443 S | * | 5/1997 | Arendt et al. | | D12/550 |
| D379,785 S | * | 6/1997 | Galante et al. | | D12/597 |
| D398,891 S | | 9/1998 | McKisson | | D12/147 |
| D398,892 S | | 9/1998 | Williams | | D12/147 |
| D411,973 S | | 7/1999 | Williams et al. | | D12/147 |
| D429,477 S | * | 8/2000 | Williams | | D12/590 |
| D475,344 S | * | 6/2003 | Tsubono | | D12/603 |

OTHER PUBLICATIONS

Hankook Dynamic AT RF03 Tire, 2001 Tread Design Guide, Jan. 2001, p. 92, 3/3.*

Tread design Guide, 1997, p. 57, Nitto NT-500.

Tread design Guide, 1997, p. 21, Cordovan Grand Esprit Radial HP130.

Tread design Guide, 2001, p. 23, Continental/Tag Touring LX.

Tread Design Guide, 2001, p. 42, Kumho Ecsta HP4.

Tread Design Guide, 2001, p. 43, Kumho Solus Comfort.

Tread Design Guide, 2001, p. 47, Merit DHII 60/65.

* cited by examiner

Primary Examiner—Robert M. Spear(74) Attorney, Agent, or Firm—Robert R. Reed;
Christopher P. Crecente; Martin Farrell(57) **CLAIM**

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

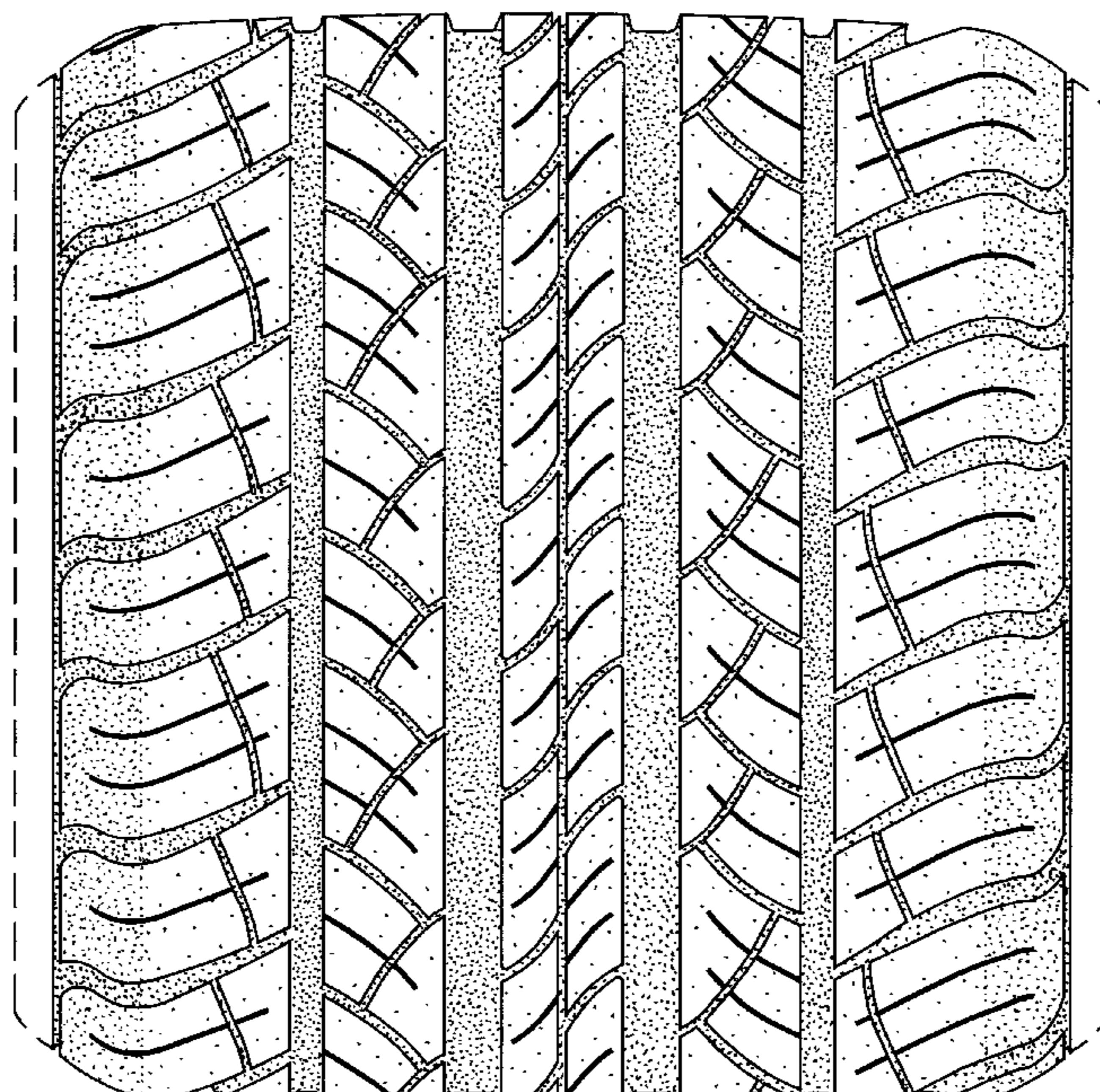
DESCRIPTION

FIG. 1 is a perspective view of a tire tread showing our new design, it being understood that a tread pattern is repeated over the outer circumference of the tread width and adjacent shoulders of the tire, the opposite side perspective view being identical thereto; and,

FIG. 2 is an enlarged fragmentary front elevation view of the tread pattern of FIG. 1; and,

FIG. 3 is an enlarged fragmentary front elevation view of another embodiment of the tire tread.

In the drawings, the dark stippled surface shading represents the recessed portion of the tread grooves having a depth as best shown along the right edge of FIG. 1. The broken line disclosure of a tire sidewall and inner bead are for illustrative purposes only and form no part of the claimed design.

1 Claim, 3 Drawing Sheets

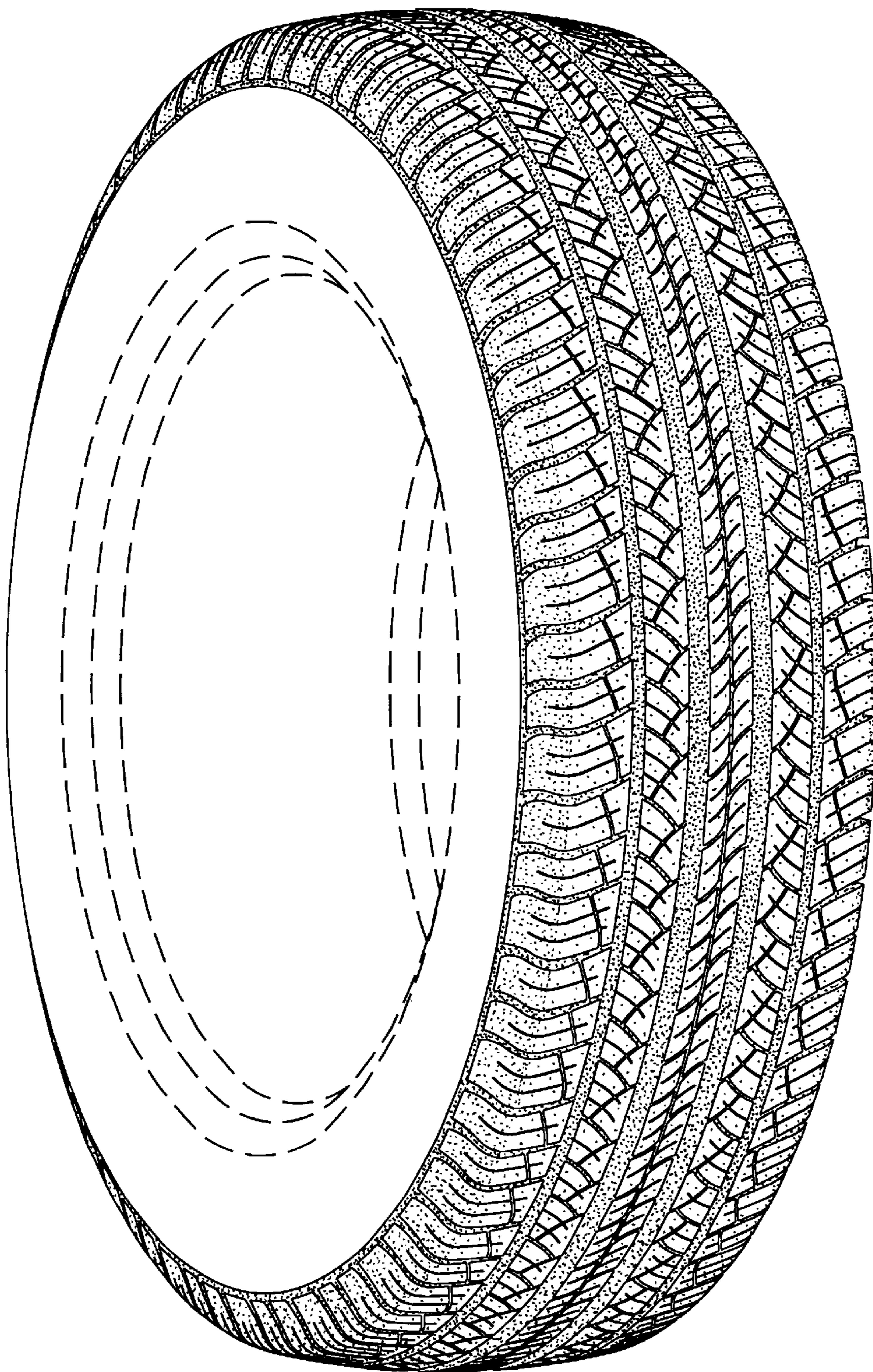


Fig. 1

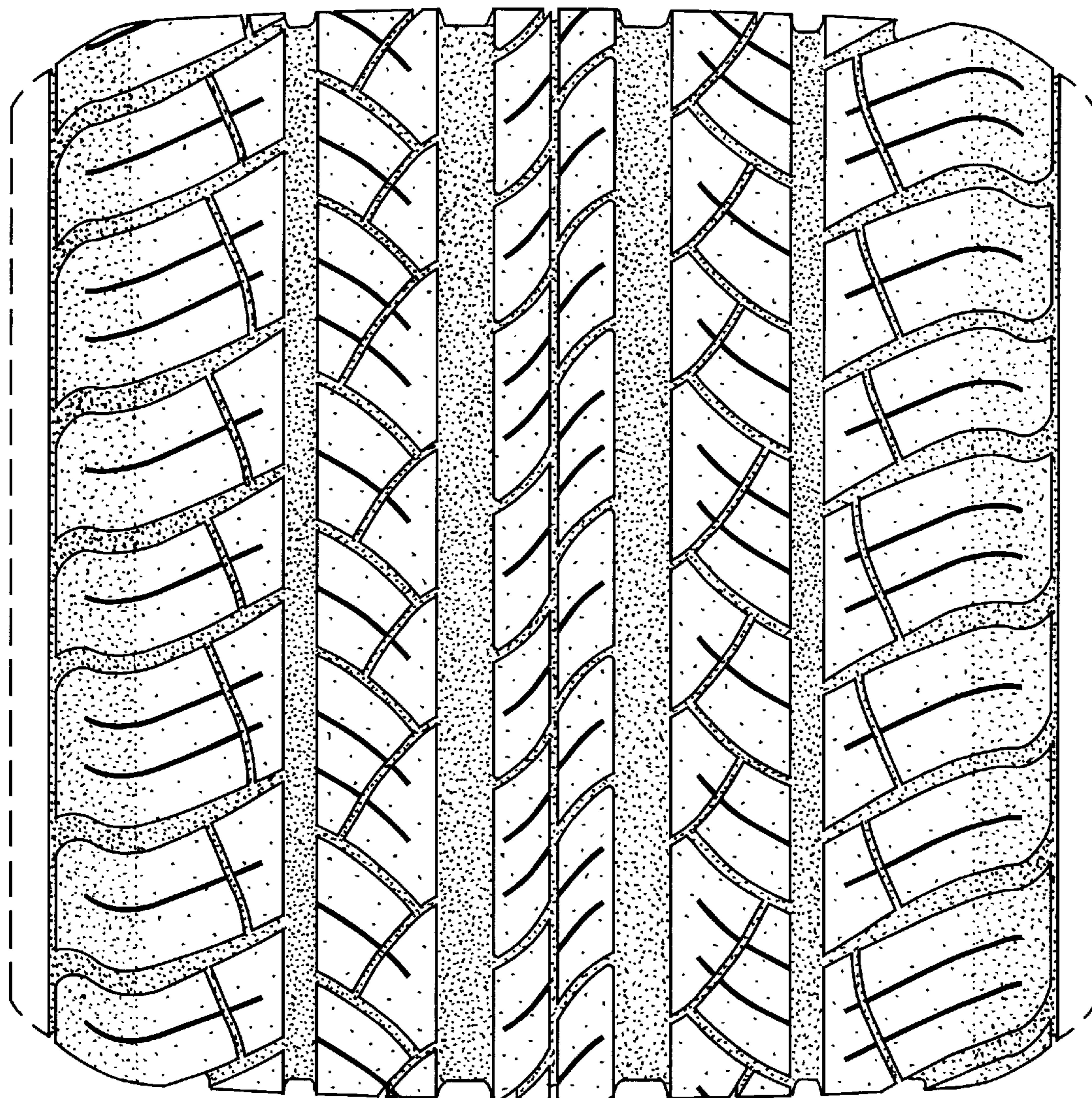


Fig. 2

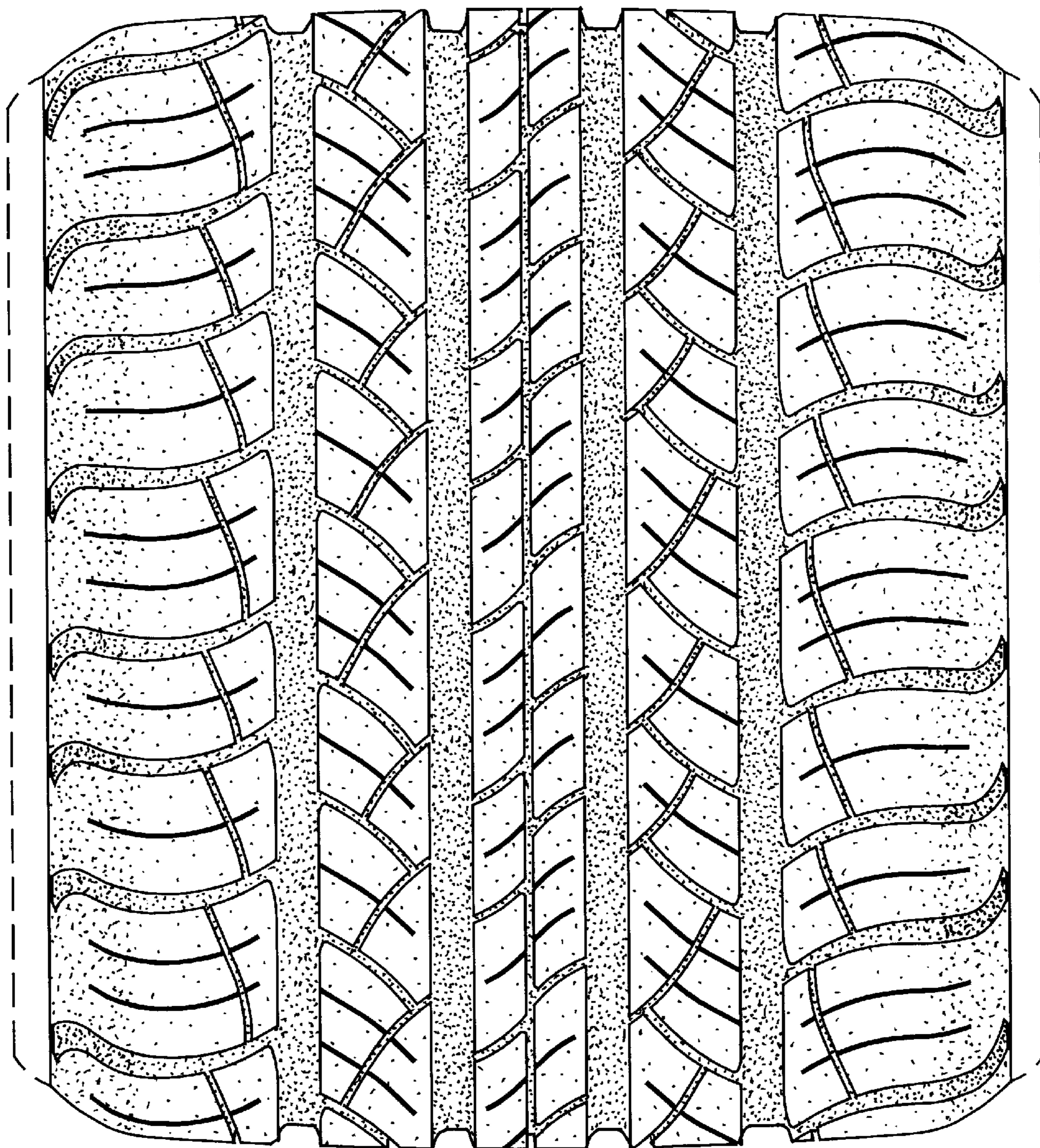


Fig. 3