



US00D810006S

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

(10) **Patent No.:** **US D810,006 S**
(45) **Date of Patent:** **** Feb. 13, 2018**

(54) **TIRE TREAD**

D651,164 S 12/2011 Michelin
D662,458 S 6/2012 Michelin
D758,287 S * 6/2016 Zivkovic D12/549

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* cited by examiner

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(57) **CLAIM**

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

(73) Assignee: **Compagnie Generale Des Etablissements Michelin**, Clermont-Ferrand (FR)

DESCRIPTION

(**) Term: **15 Years**

FIG. 1 is a perspective view of a tire tread showing our new design, it being understood that the tread is repeated throughout the circumference of the tire, the opposite side perspective being substantially identical thereto, it being understood that the dashed lines form no part of the claimed design;

(21) Appl. No.: **29/566,953**

FIG. 2 is a front elevation view thereof, the rear elevation being identical thereto, it being understood that the dashed lines form no part of the claimed design;

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(51) **LOC (11) Cl.** **12-15**

(52) **U.S. Cl.**
USPC **D12/588**

(58) **Field of Classification Search**
USPC D12/586, 587, 588, 594, 595, 601
CPC . B60C 11/03; B60C 11/0306; B60C 11/0388;
B60C 11/04
See application file for complete search history.

FIG. 3 is a side elevation view thereof, the opposite side elevation being identical thereto, it being understood that the dashed lines form no part of the claimed design;

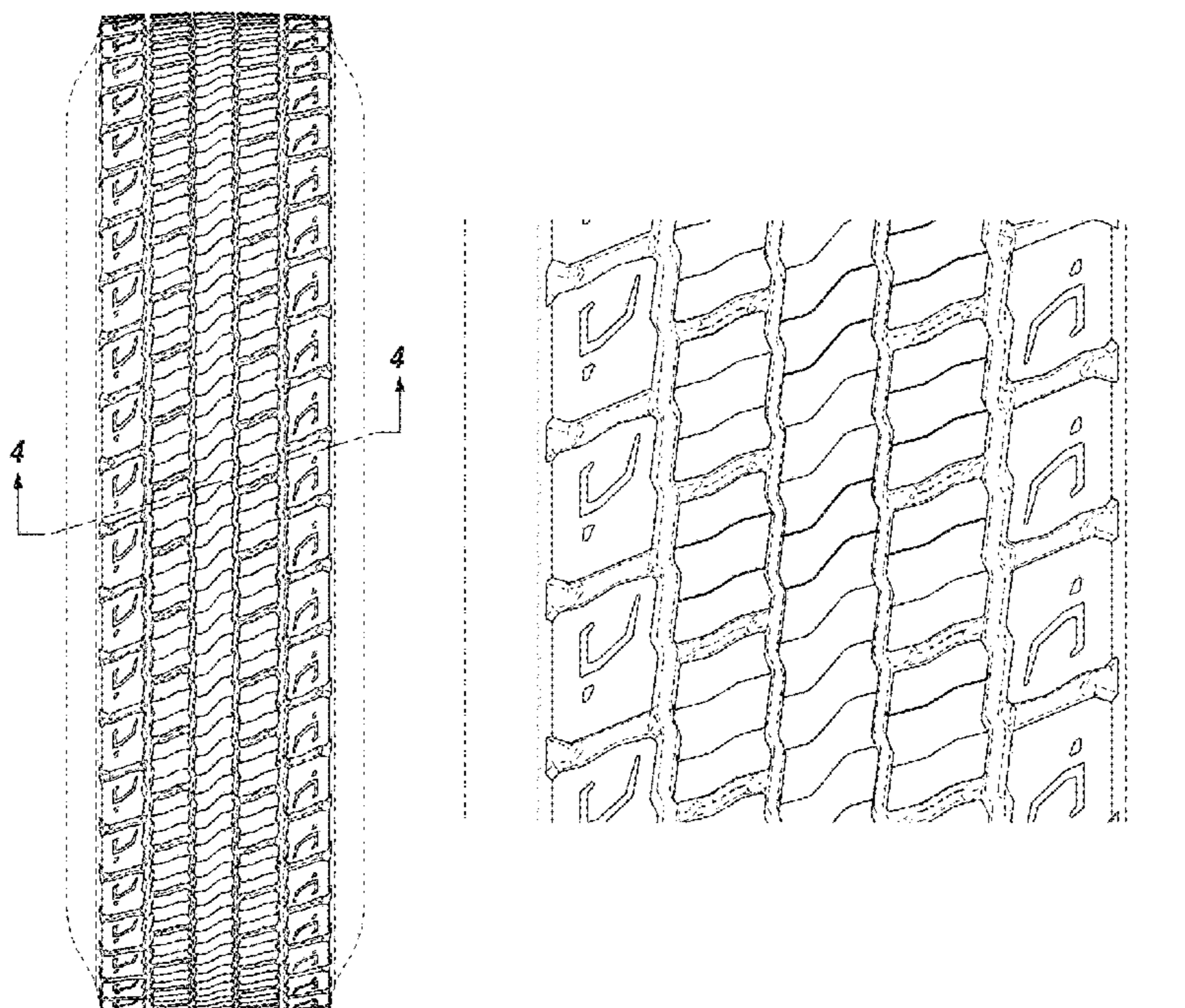
FIG. 4 is a section view taken on line 4-4 of FIG. 2 of a tire incorporating the tire tread of FIG. 1, it being understood that the dashed lines form no part of the claimed design; and, FIG. 5 is an enlarged view of a portion of the tire tread of FIG. 2, it being understood that the dashed lines form no part of the claimed design.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D367,025 S * 2/1996 Faulk D12/588
D561,685 S * 2/2008 Lee D12/588

1 Claim, 5 Drawing Sheets



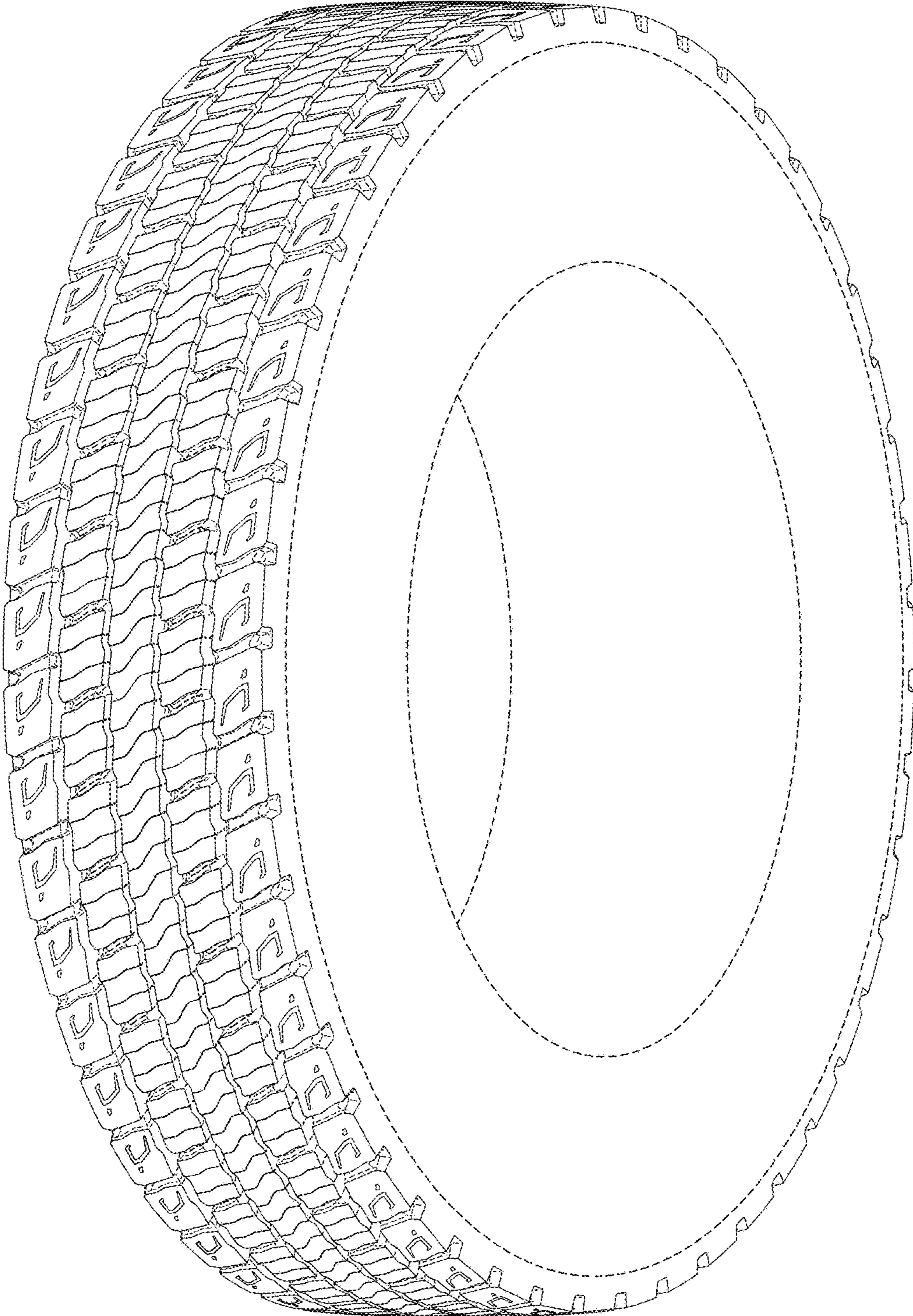


FIG. 1

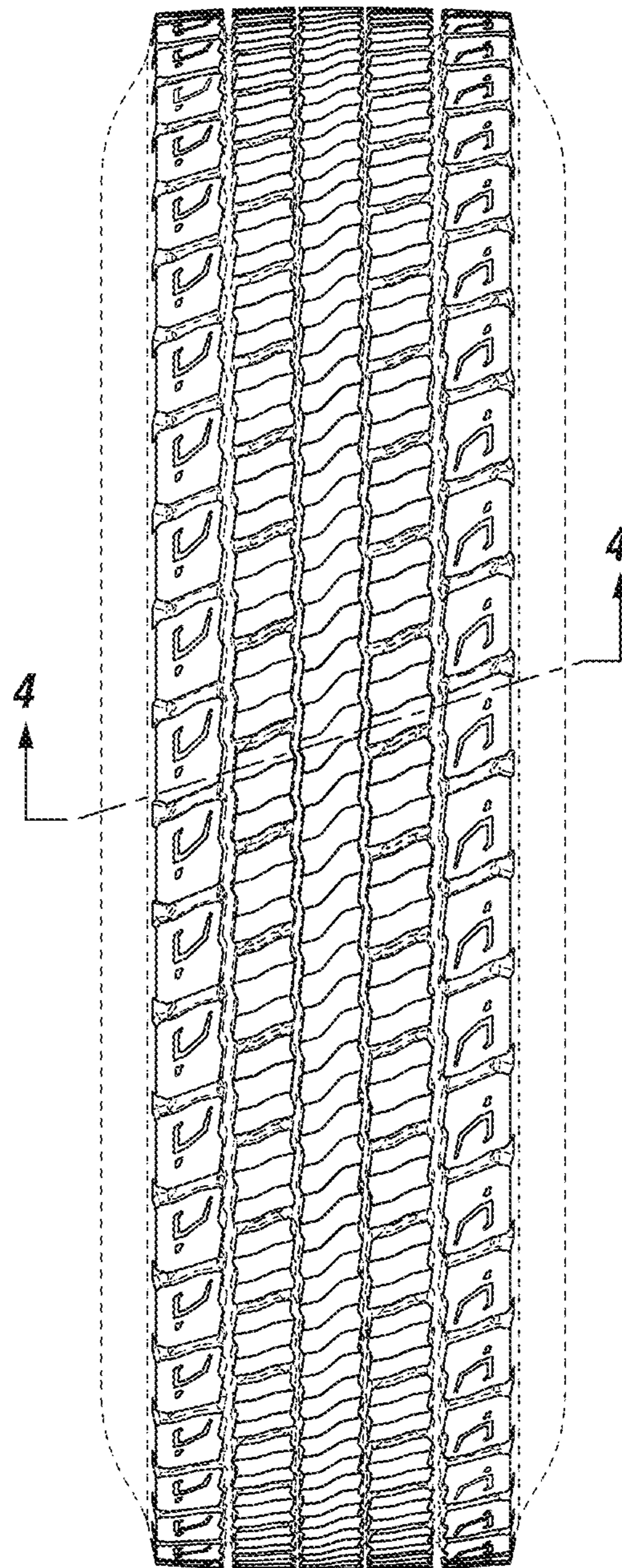


FIG. 2

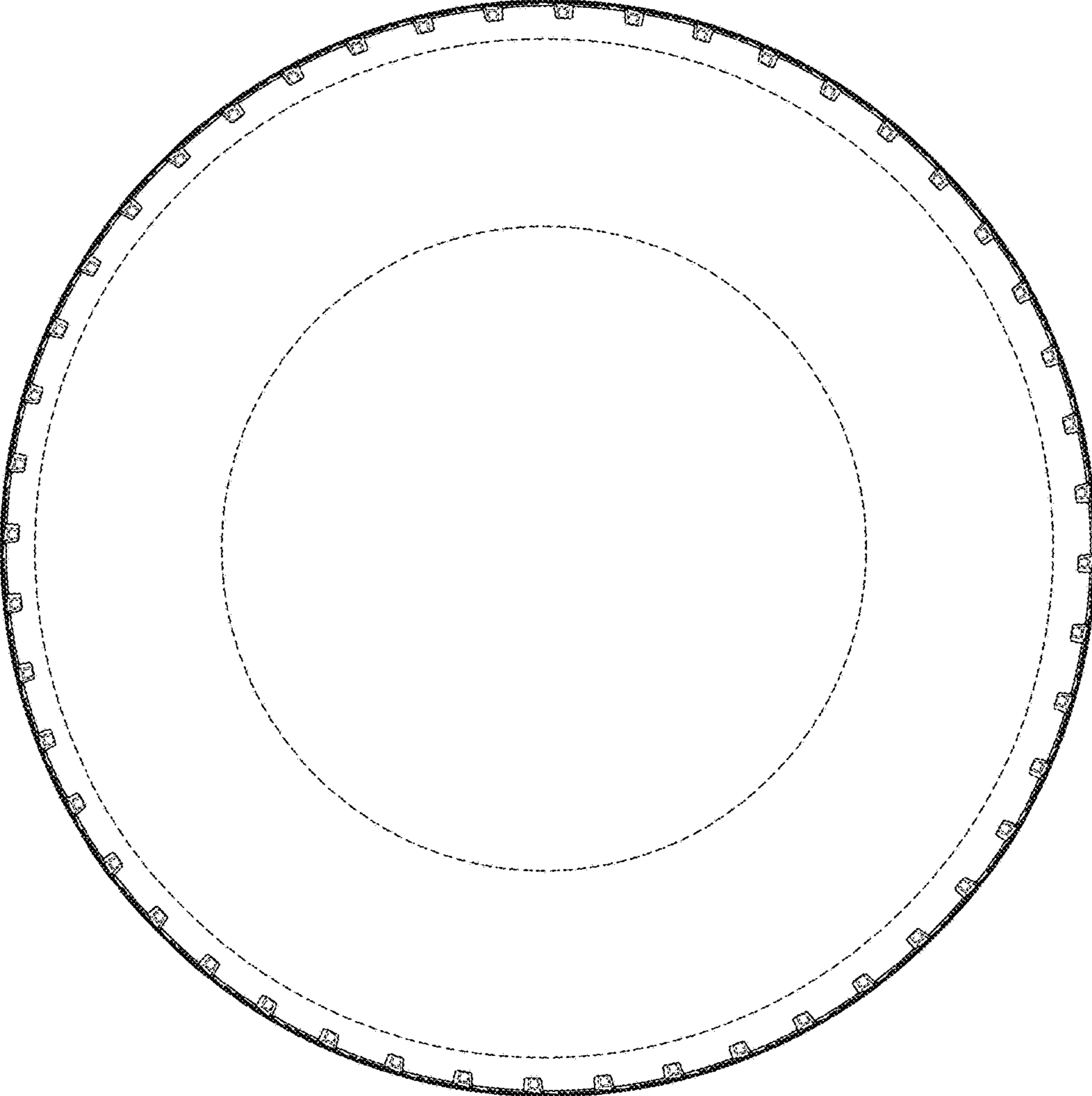


FIG. 3

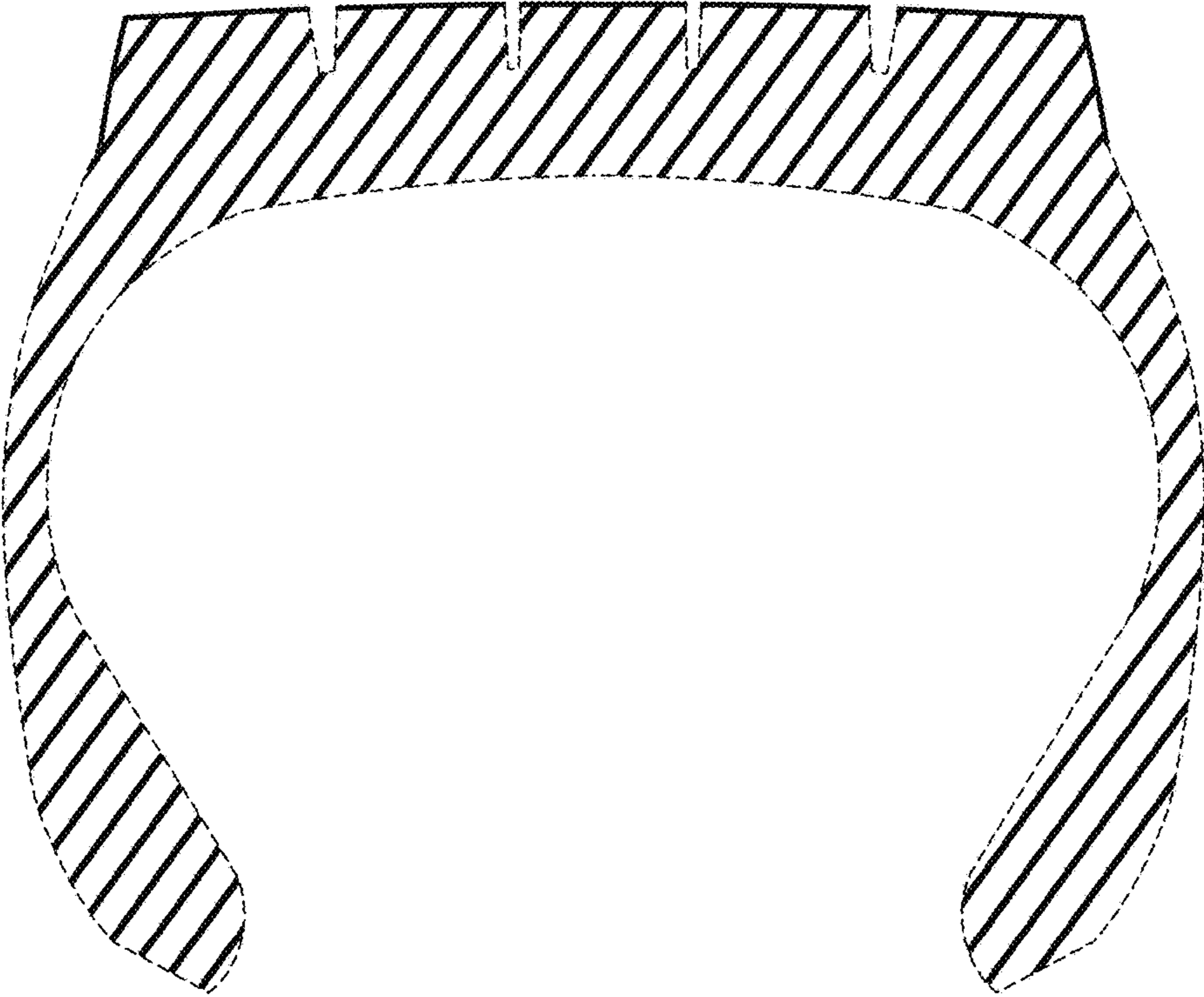


FIG. 4

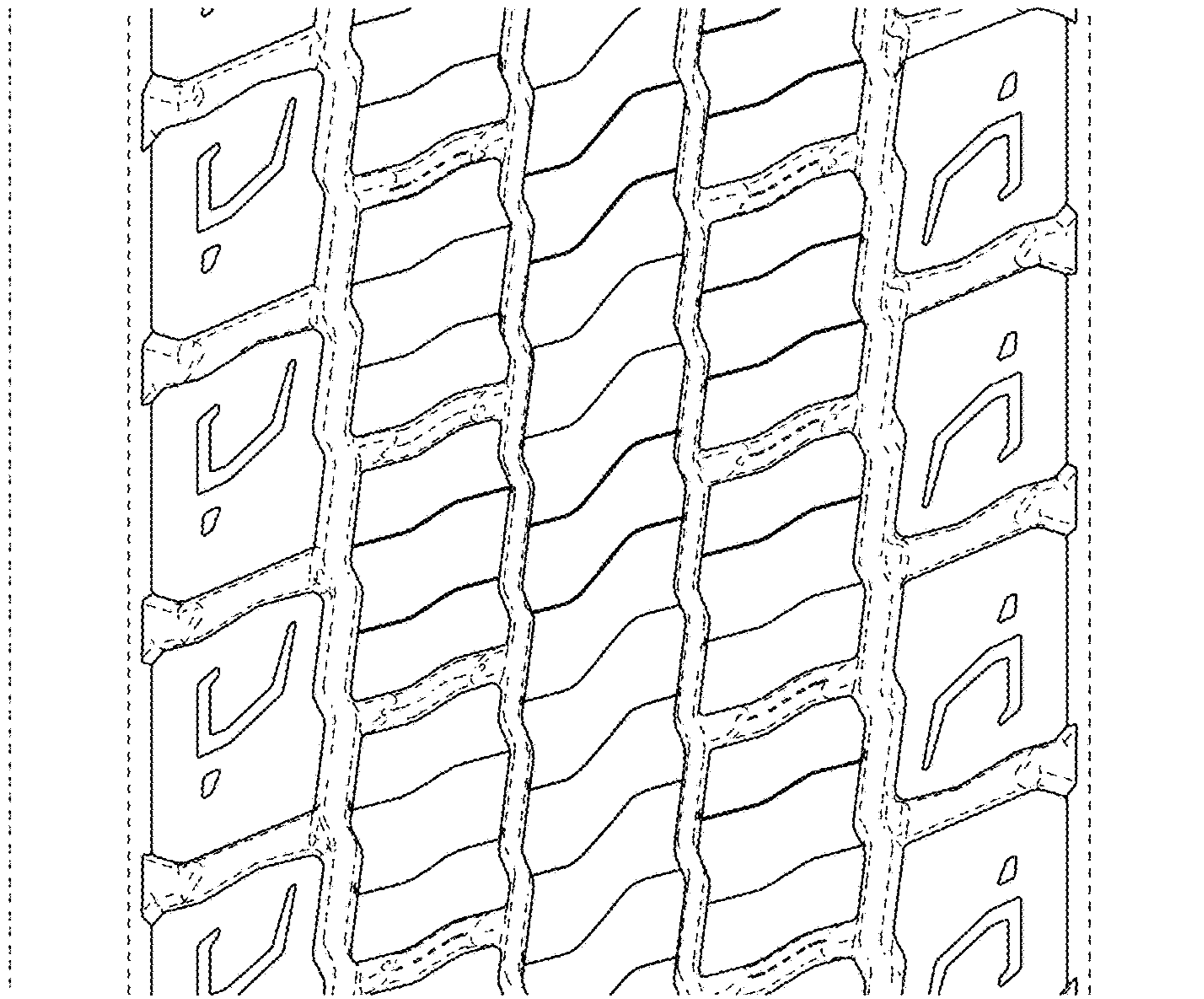


FIG. 5