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(12) **United States Design Patent** (10) **Patent No.:** **US D816,588 S**  
**Kwak** (45) **Date of Patent:** **\*\* May 1, 2018**

(54) **TIRE TREAD**

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- (\*\*) Term: **15 Years**
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- (22) Filed: **Jan. 13, 2017**

(30) **Foreign Application Priority Data**

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

(52) **U.S. Cl.**  
USPC ..... **D12/521**

(58) **Field of Classification Search**  
USPC ..... D12/500–532  
CPC ..... Y10T 152/10027; B60C 1/0016; B60C  
11/0306; B60C 11/0302; B60C 3/06;  
B60C 9/17

See application file for complete search history.

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(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 my new design, it being understood that the pattern is repeated uniformly throughout the circumference of the tread;

FIG. 2 is a front elevational view thereof; a top plan view thereof is identical to the front elevational view; a rear elevational view thereof is a mirror image of the front elevational view; and a bottom plan view thereof is a mirror image of the front elevational view;

FIG. 3 is a right side view thereof;

FIG. 4 is a left side view thereof;

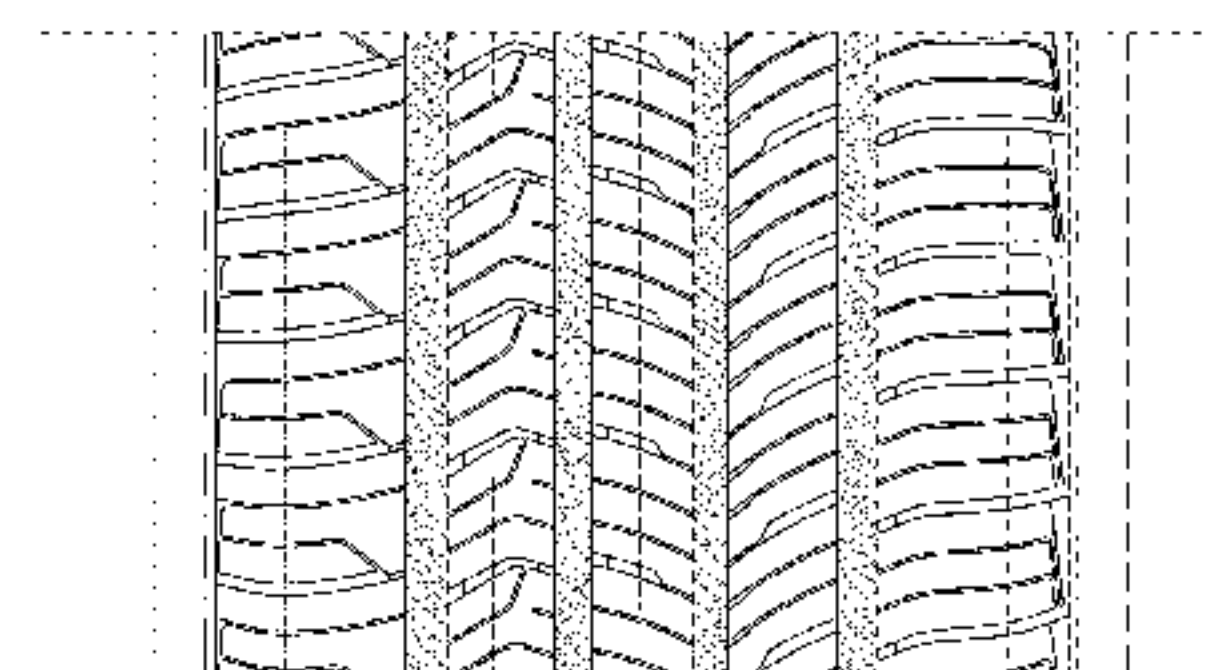
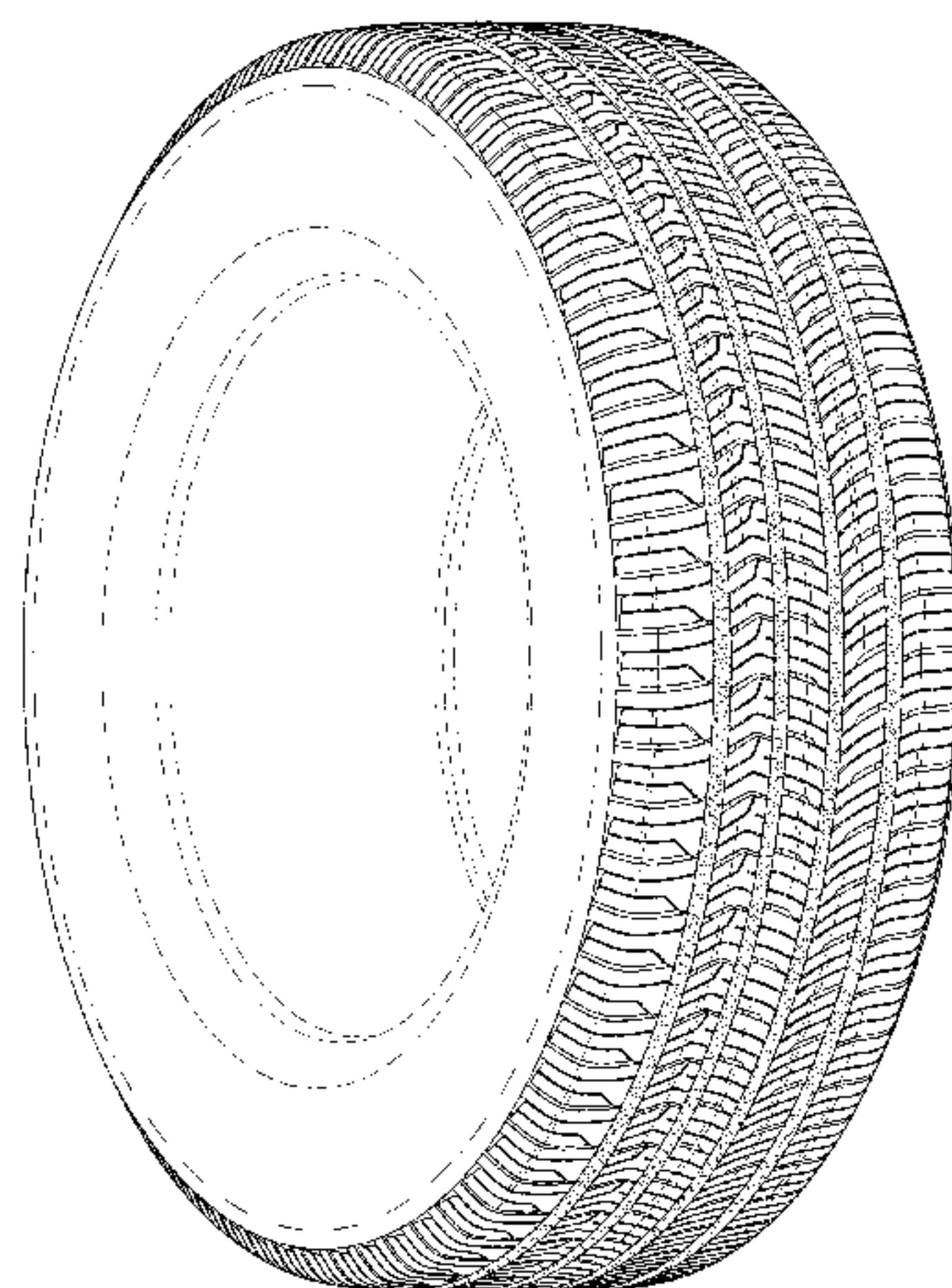
FIG. 5 is an enlarged fragmentary view from upper 5-5 to lower 5-5 in FIG. 2; and,

FIG. 6 is an enlarged cross-sectional view taken along line 6-6 of FIG. 2 showing the depths of the grooves.

Except for the four circumferential grooves, best seen in the cross-sectional view of FIG. 6; it is understood that all design features of the tread and shoulder ribs are flat and coplanar.

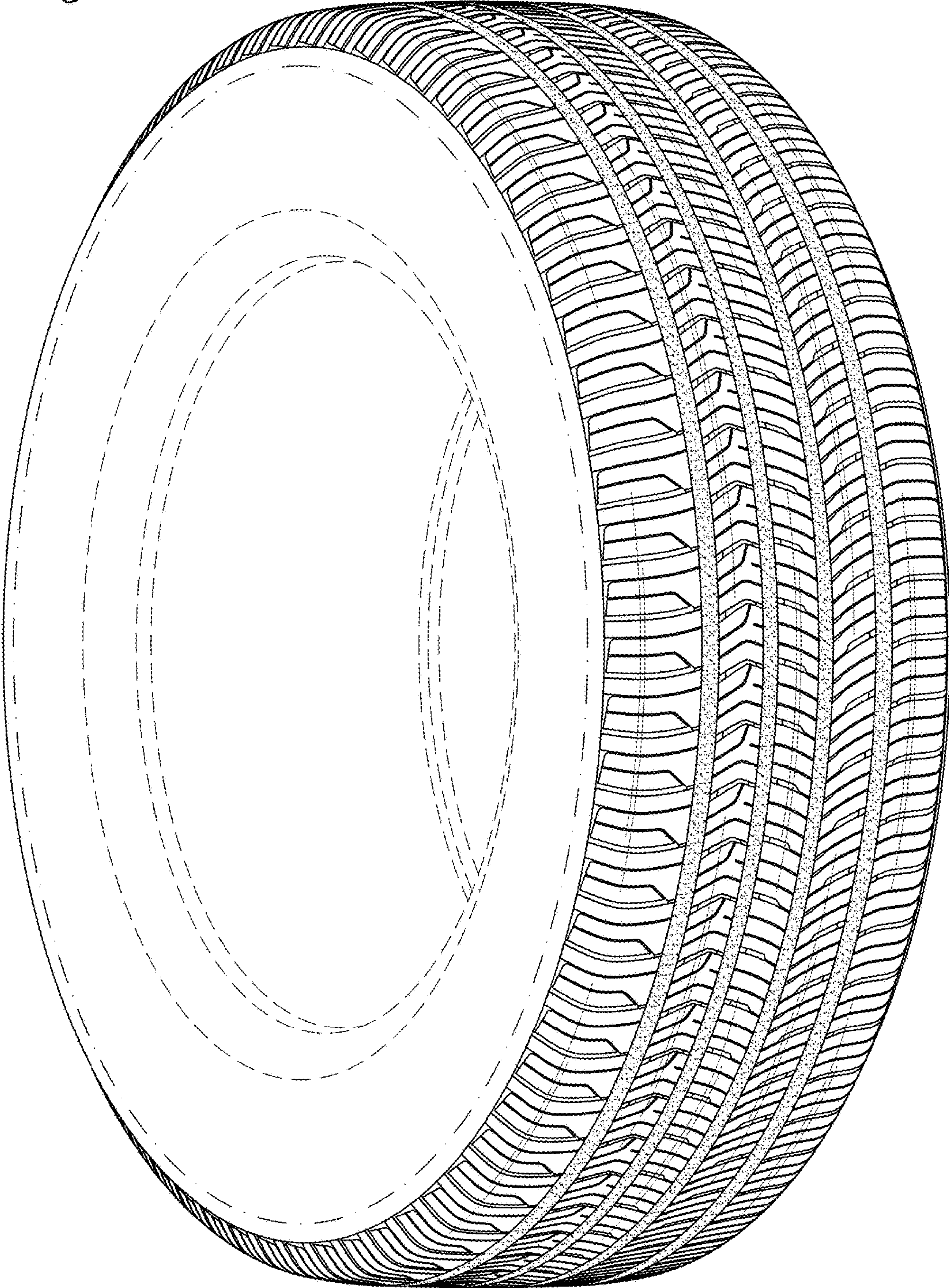
The broken lines illustrate environmental subject matter only and form no part of the claimed design. The dash-dot-dash broken lines define the boundary of the tire tread and form no part of the claimed design. Surface shading lines and stippling form no part of the claimed design.

**1 Claim, 5 Drawing Sheets**



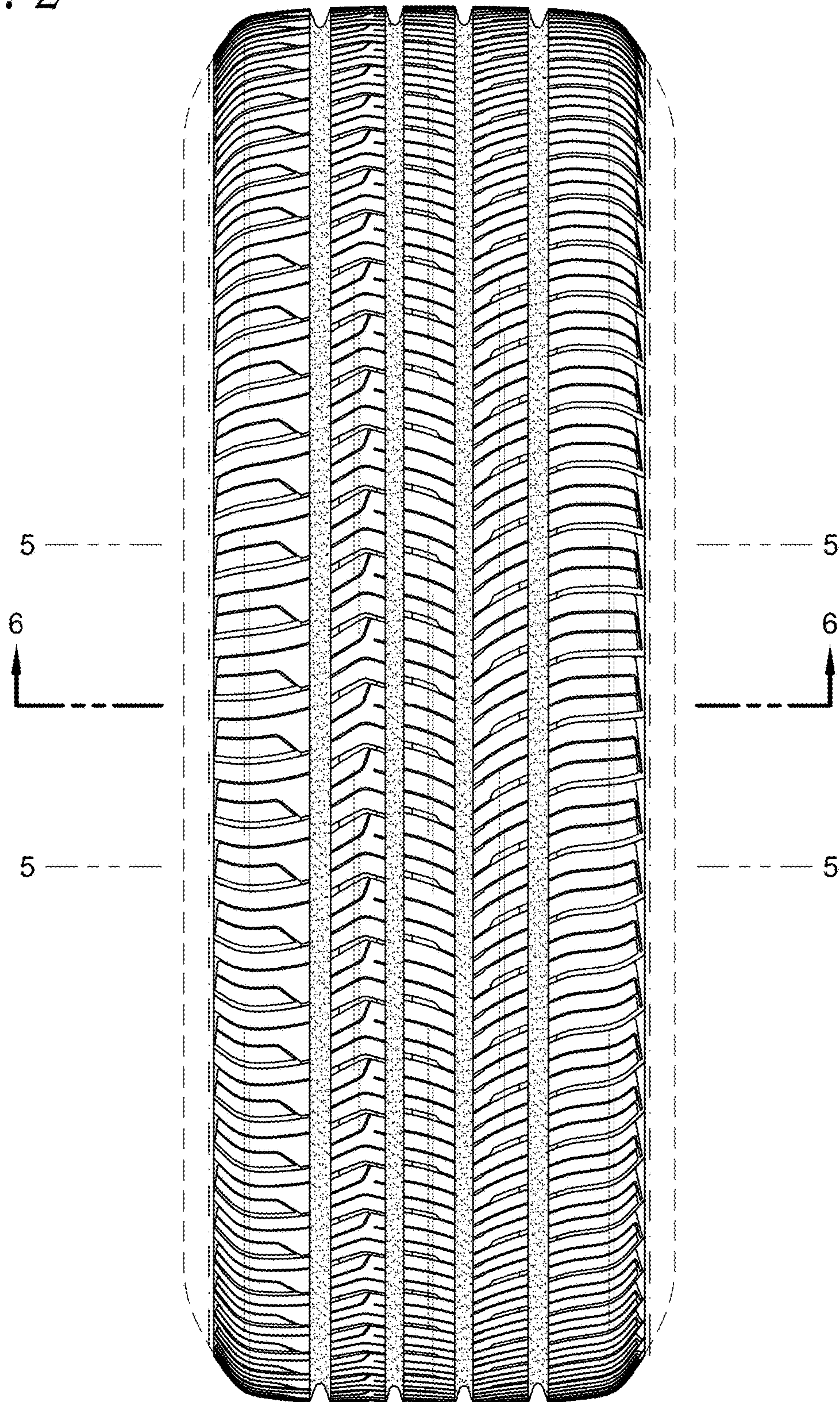


*Fig. 1*

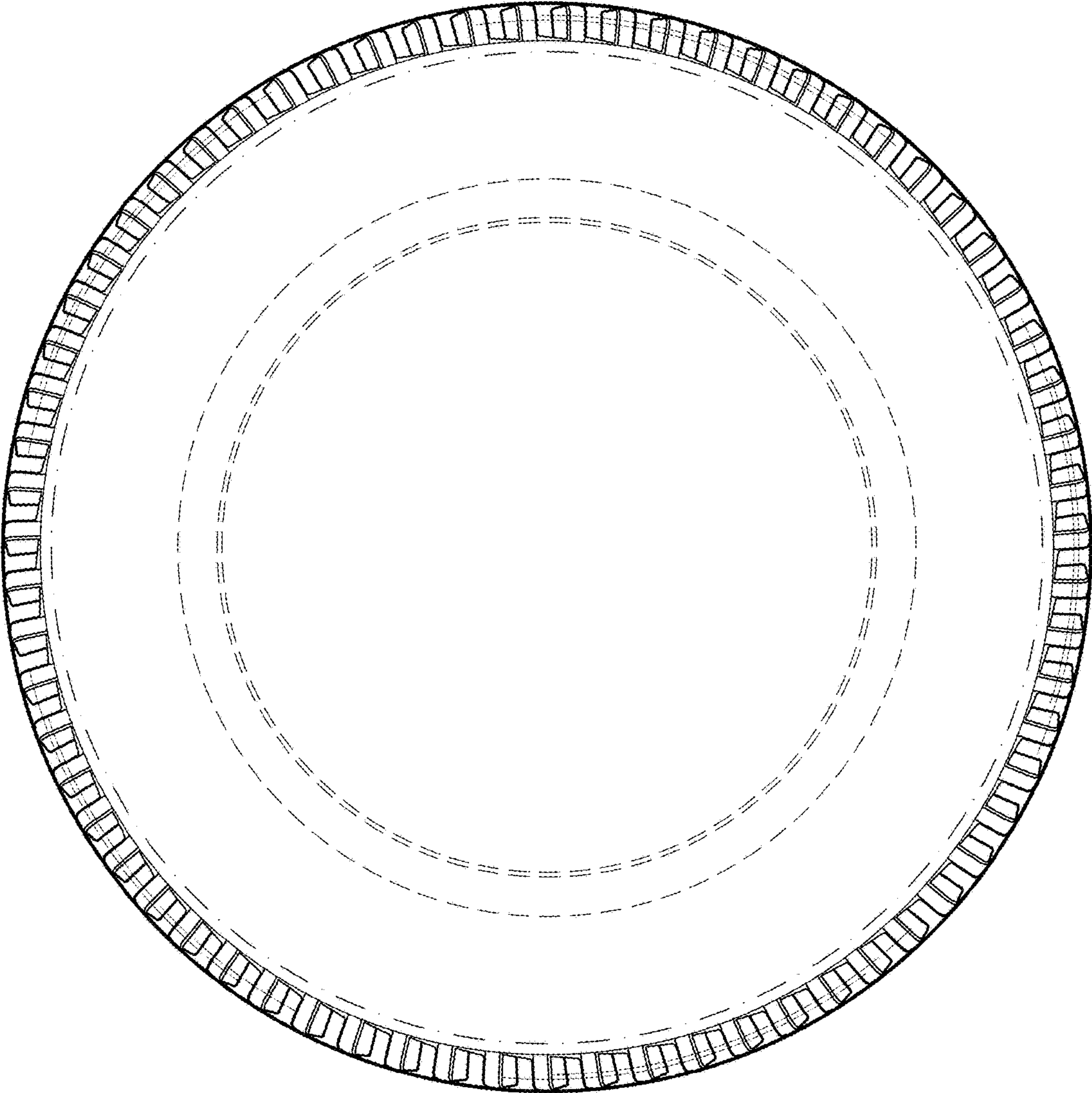




*Fig. 2*

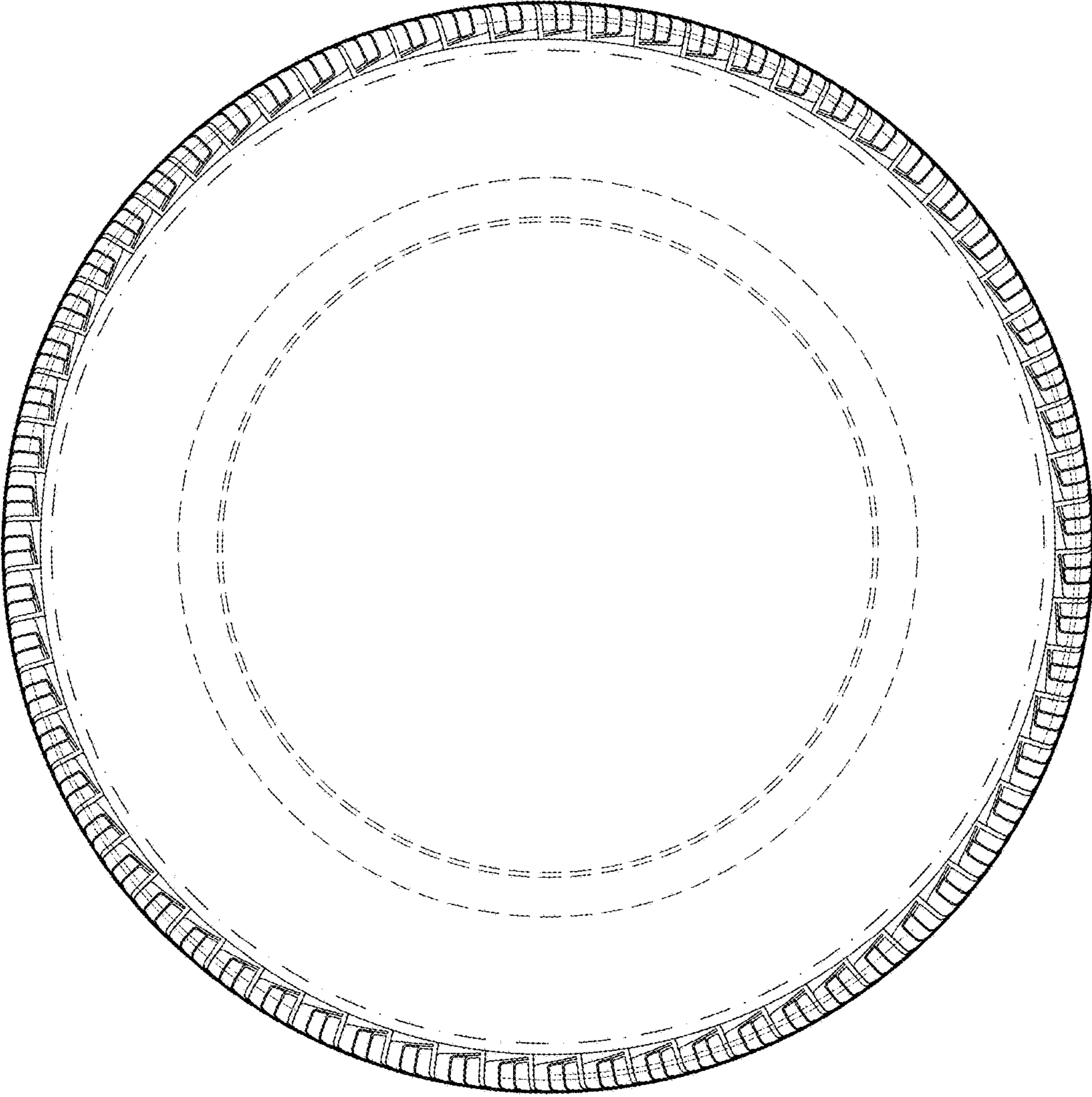


*Fig. 3*

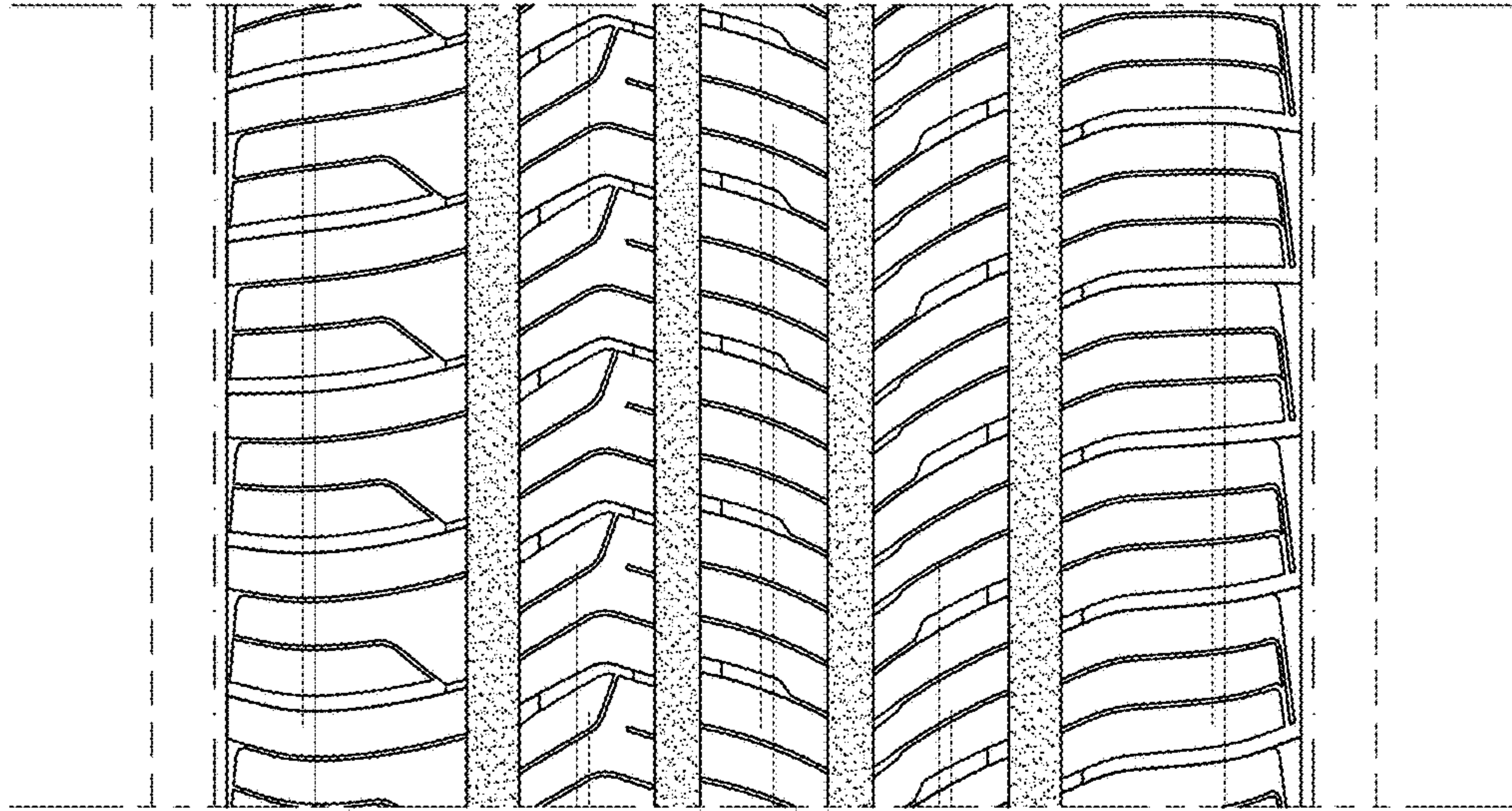




*Fig. 4*



*Fig. 5*



*Fig. 6*

