



US00D481668S

(12) **United States Design Patent** (10) **Patent No.:** **US D481,668 S**  
**Hanna** (45) **Date of Patent:** **\*\* Nov. 4, 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.: **29/173,058**

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

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

(52) **U.S. Cl.** ..... **D12/579; D12/587**

(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**

(56) **References Cited**

**U.S. PATENT DOCUMENTS**

D251,188 S	*	2/1979	Pommier	.....	D12/558
D254,368 S	*	3/1980	Smajd	.....	D12/589
D288,425 S	*	2/1987	Beeghly et al.	.....	D12/544
D412,302 S	*	7/1999	Rayman et al.	.....	D12/579
D457,487 S	*	5/2002	Rayman	.....	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
D462,935 S	*	9/2002	Maxwell	.....	D12/544

**OTHER PUBLICATIONS**

Federal High-Traction 171 Tire, 2000 Tread Design Guide, Jan. 2000, p. 90. 1/5.\*  
Kumho 306A Tire, 2000 Tread Design Guide, Jan. 2000, p. 97, 3/3.\*

General Ameri\*Lug Tire, 2000 Tread Design Guide, Jan. 2000, p. 131. 3/3.\*

Multi-Mile Power King D35 Steel Radial Drive Tire, 2001 Tread Design Guide, Jan. 2001, p. 144. 3/4.\*

Goodyear GP-4B AT Tire, 2001 Tread Design Guide, Jan. 2001, p. 163, 4/3.\*

\* 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.

**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;

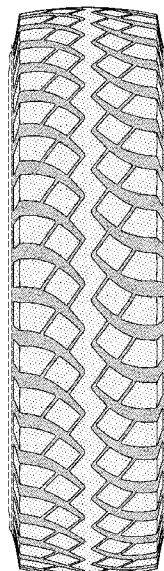
FIG. 3 is a right side elevational view thereof, the opposite side elevational view being identical thereto; and,

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**



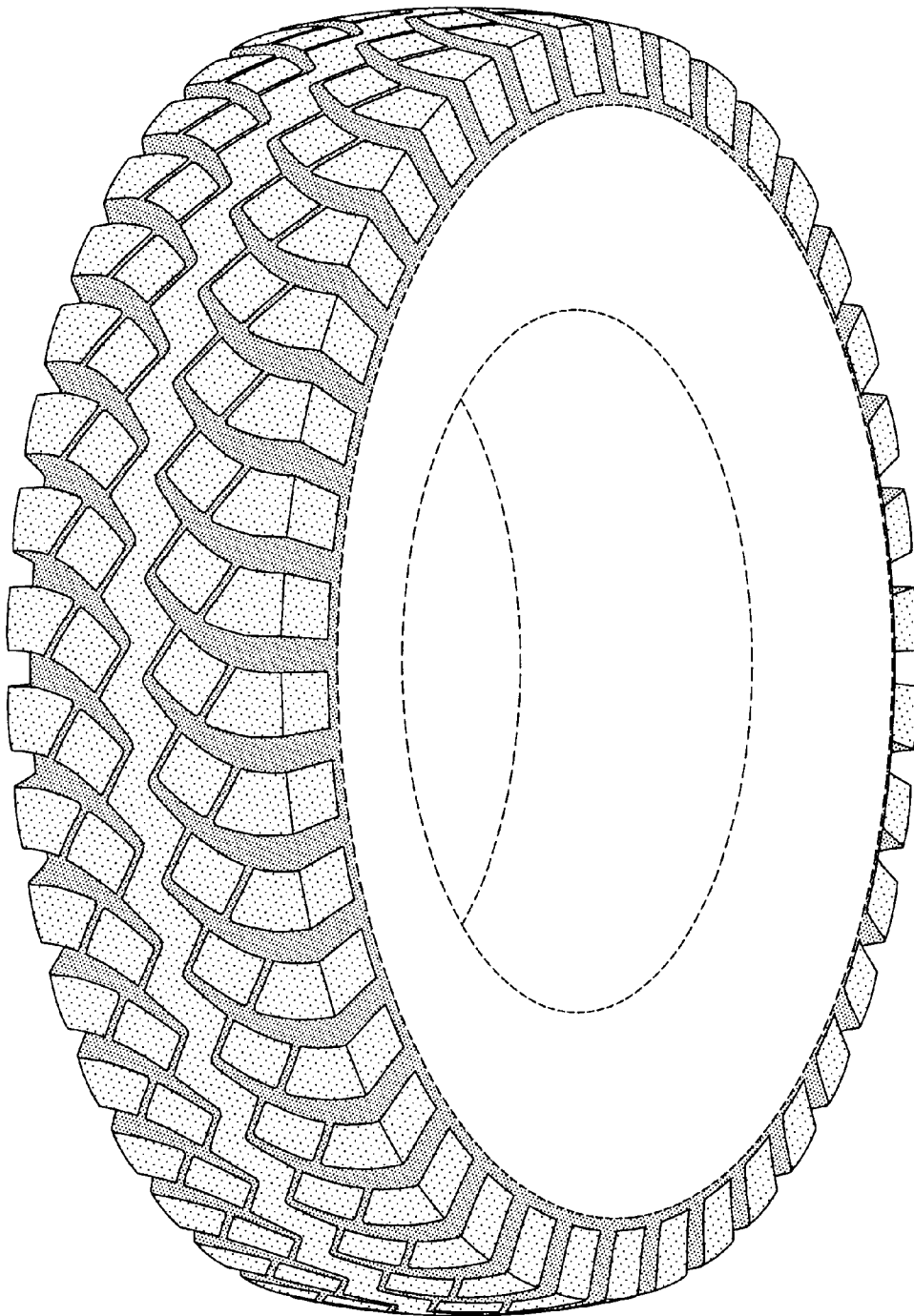


FIG-1

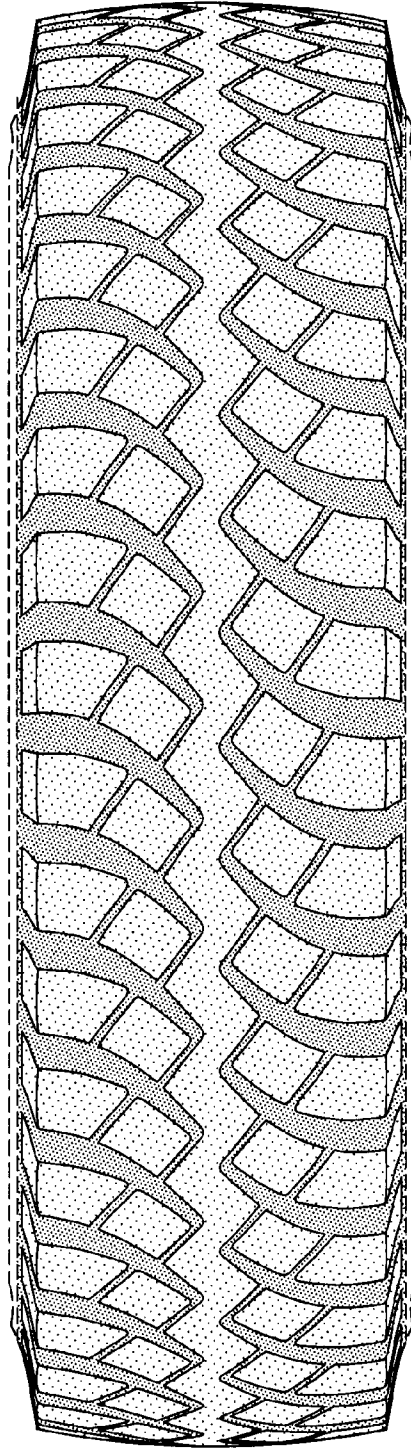


FIG-2

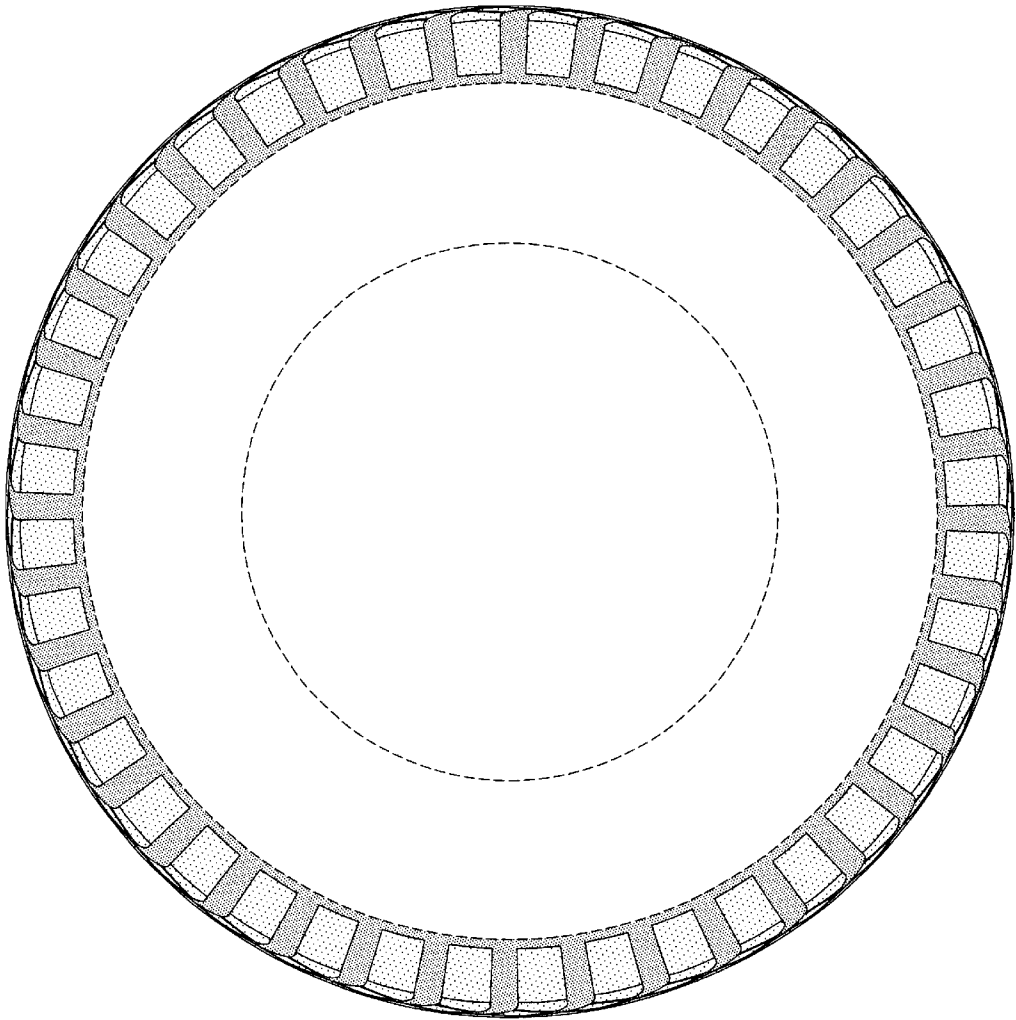


FIG-3

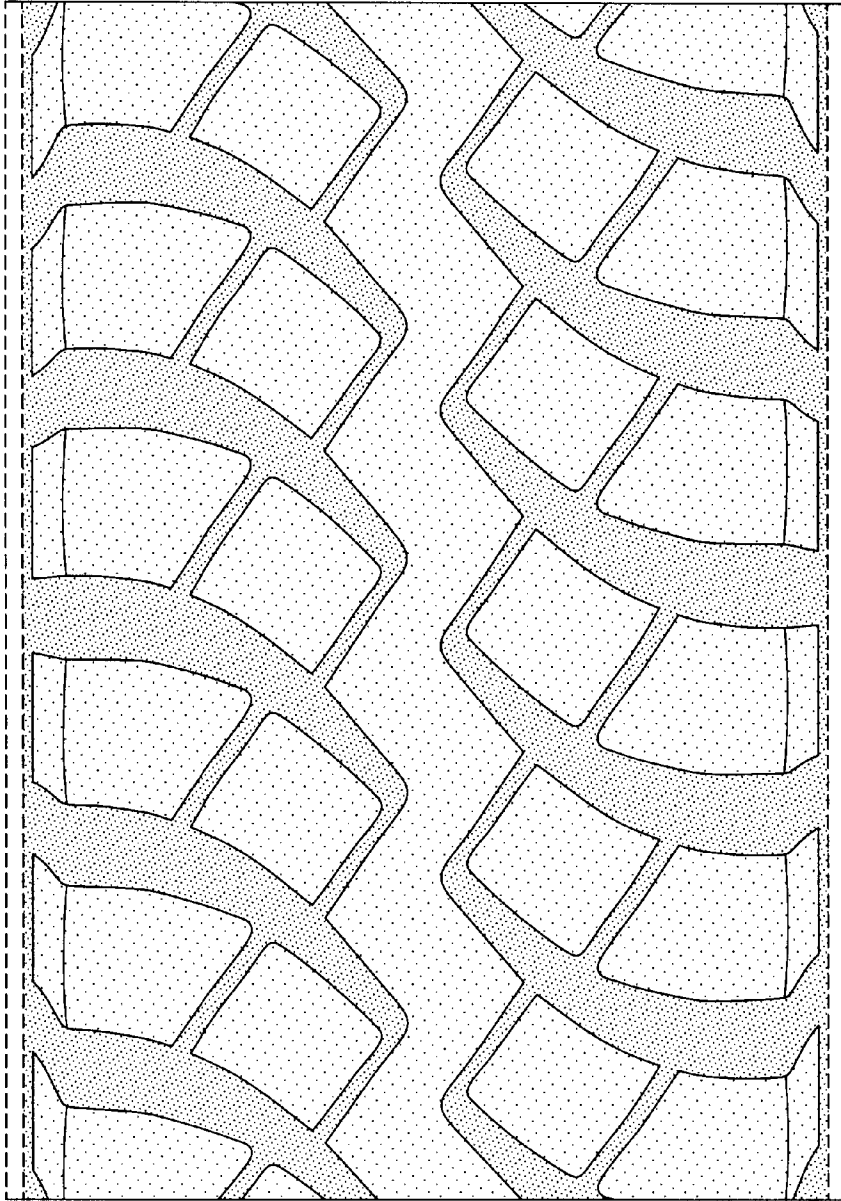


FIG-4