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

(10) **Patent No.:** **US D529,967 S**

(45) **Date of Patent:** **** Oct. 10, 2006**

- (54) **TOY VEHICLE AND PARTS THEREOF**
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- (73) Assignee: **Mattel, Inc.**, El Segundo, CA (US)
- (**) Term: **14 Years**
- (21) Appl. No.: **29/235,734**
- (22) Filed: **Aug. 4, 2005**

Related U.S. Application Data

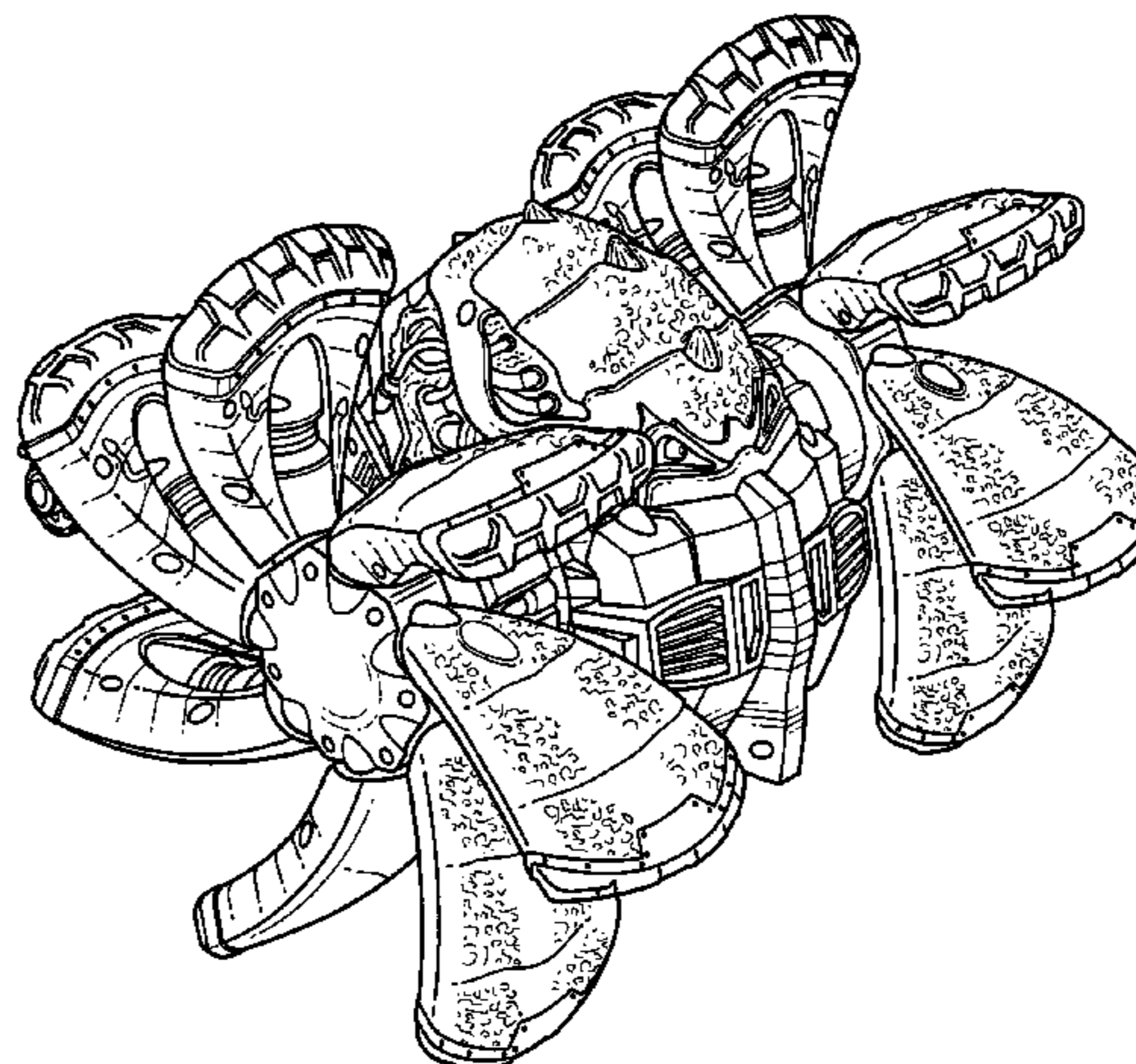
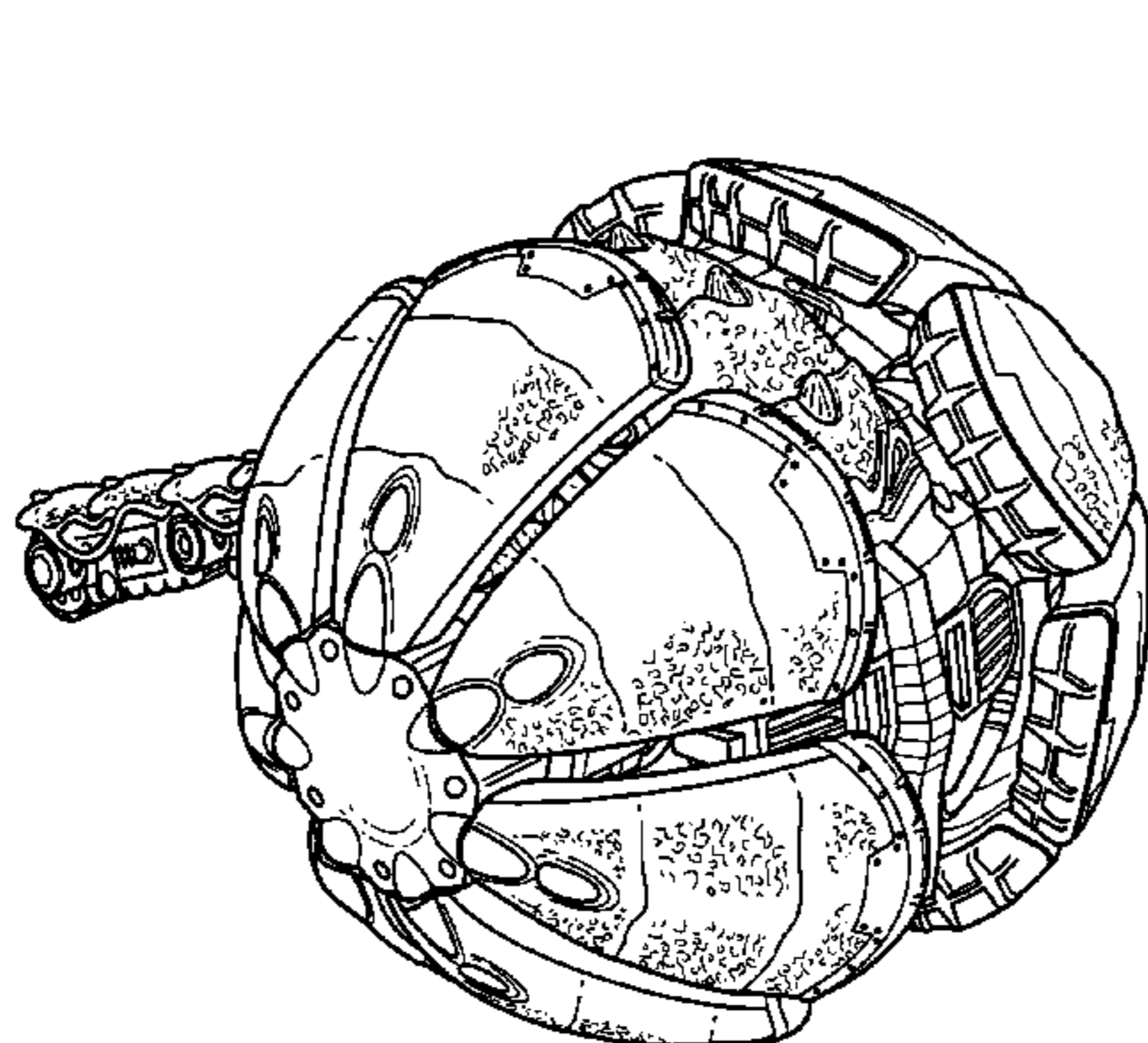
- (63) Continuation-in-part of application No. 29/233,004, filed on Jun. 24, 2005, and a continuation-in-part of application No. 29/223,218, filed on Feb. 9, 2005.
- (51) **LOC (8) Cl.** **21-01**
- (52) **U.S. Cl.** **D21/533**
- (58) **Field of Classification Search** D21/533,
D21/398, 548, 563, 578-580, 498; 446/456-458,
446/436-437, 464-465, 442-443, 448-449,
446/409, 433, 462, 97, 175, 297, 71, 231,
446/288-289, 273, 294, 376, 90, 222, 85
See application file for complete search history.

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(74) Attorney, Agent, or Firm—Akin Gump Strauss Hauer & Feld, LLP

(57) **CLAIM**

The ornamental design for toy vehicle and parts thereof, as shown and described.

DESCRIPTION

FIG. 1 is a perspective view of a first configuration toy vehicle in accordance with our new design;
 FIG. 2 is a “front” elevation view thereof;
 FIG. 3 is a “rear” elevation view thereof;
 FIG. 4 is a “right” side elevation view thereof, the left side being a mirror image;
 FIG. 5 is a “top” plan view thereof;
 FIG. 6 is a “bottom” plan view thereof;
 FIG. 7 is a perspective view of a second configuration toy vehicle in accordance with our new design;
 FIG. 8 is a “front” elevation view thereof;
 FIG. 9 is a “rear” elevation view thereof;
 FIG. 10 is a “right” side elevation view thereof, the left side being a mirror image;
 FIG. 11 is a “top” plan view thereof;
 FIG. 12 is a “bottom” plan view thereof;
 FIG. 13 is a perspective view of a third configuration toy vehicle in accordance with our new design;

FIG. 14 is a “front” elevation view thereof;
 FIG. 15 is a “rear” elevation view thereof;
 FIG. 16 is a “right” side elevation view thereof, the left side being a mirror image;
 FIG. 17 is a “top” plan view thereof;
 FIG. 18 is a “bottom” plan view thereof;
 FIG. 19 is a perspective view of a fourth configuration toy vehicle in accordance with our new design;
 FIG. 20 is a “front” elevation view thereof;
 FIG. 21 is a “rear” elevation view thereof;
 FIG. 22 is a “right” side elevation view thereof, the left side being a mirror image;
 FIG. 23 is a “top” plan view thereof; and
 FIG. 24 is a “bottom” plan view thereof.
 FIG. 25 is a perspective view of a fifth configuration toy vehicle in accordance with our new design;
 FIG. 26 is a “front” elevation view thereof;
 FIG. 27 is a “rear” elevation view thereof;
 FIG. 28 is a “right” side elevation view thereof;
 FIG. 29 is a left side elevation view thereof;
 FIG. 30 is a “top” plan view thereof;
 FIG. 31 is a “bottom” plan view thereof;
 FIG. 32 is a perspective view of a sixth configuration toy vehicle in accordance with our new design;
 FIG. 33 is a “front” elevation view thereof;
 FIG. 34 is a “rear” elevation view thereof;
 FIG. 35 is a “right” side elevation view thereof, the left side view being a mirror image thereof;
 FIG. 36 is a “top” plan view thereof; and,
 FIG. 37 is a “bottom” plan view thereof.
 The “vaness” forming the two “wheels” of the fifth configuration vehicle (FIGS. 25–31) could be reversed 180 degrees from the directions depicted in FIGS. 25–31 to provide a seventh configuration vehicle, the views of which would be mirror images of FIGS. 25–31. Any combination of the configurations 1–4 can be provided in one vehicle by making the vanes forming wheels of the vehicle and/or the “tail” extending “rearward” from the chassis appropriately movable. In the same way, any combination of the vehicle configurations 1, 3, 4 and 5 can be provided in one vehicle as can any combination of the vehicle configurations 1, 3, 4 and 6 and any combination of vehicle configurations 1, 3, 4, and 7.

1 Claim, 37 Drawing Sheets

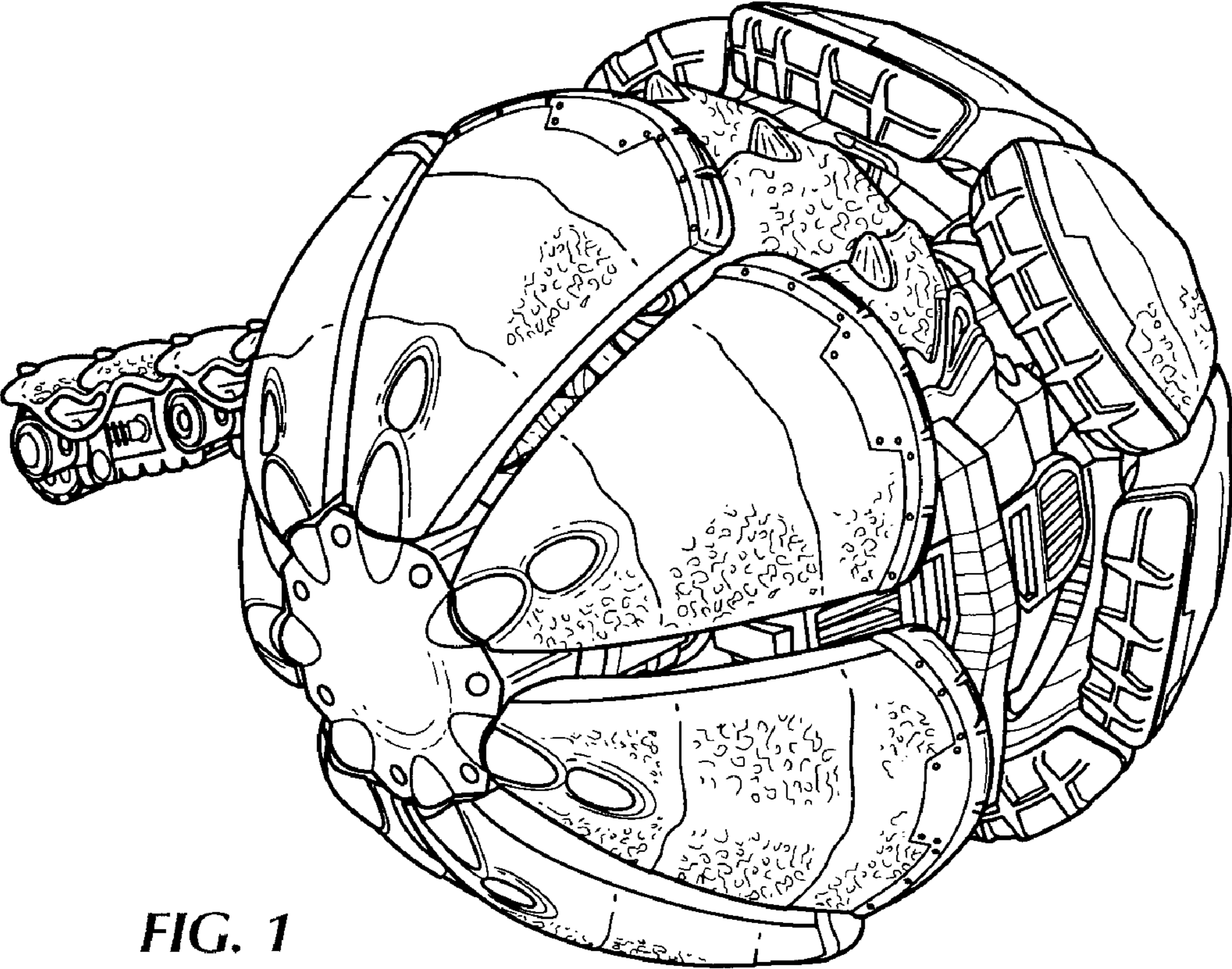


FIG. 1

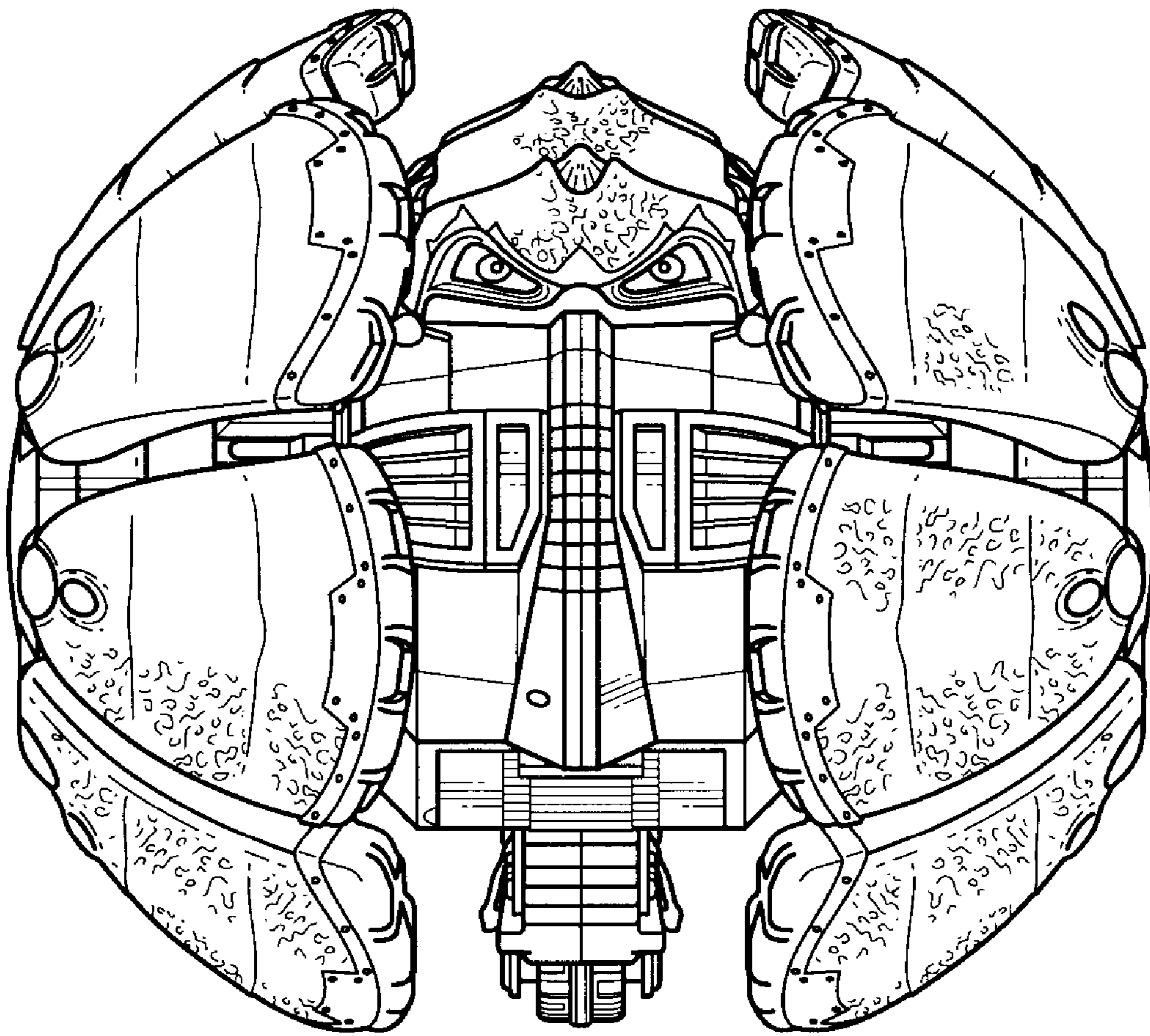


FIG. 2

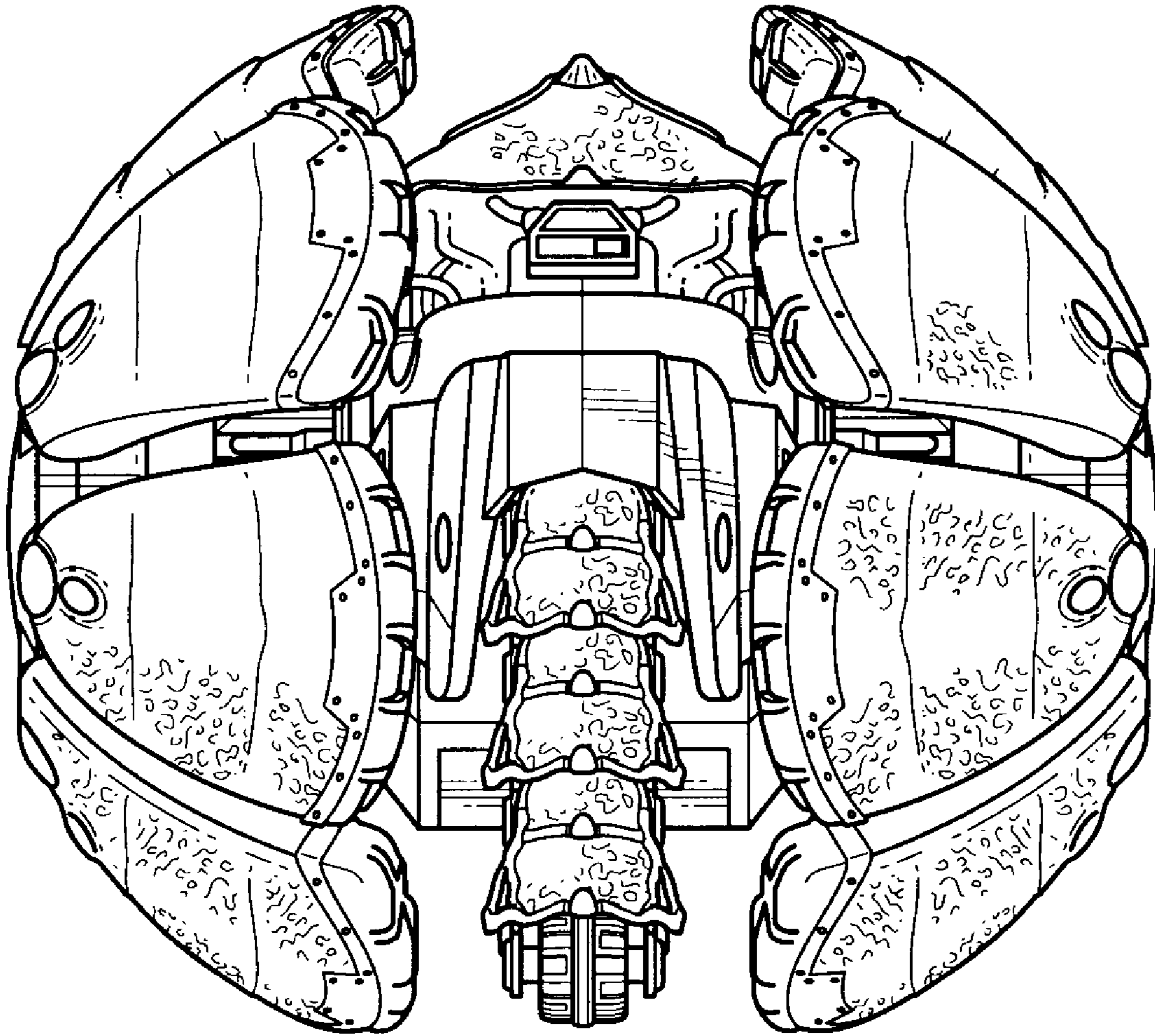


FIG. 3

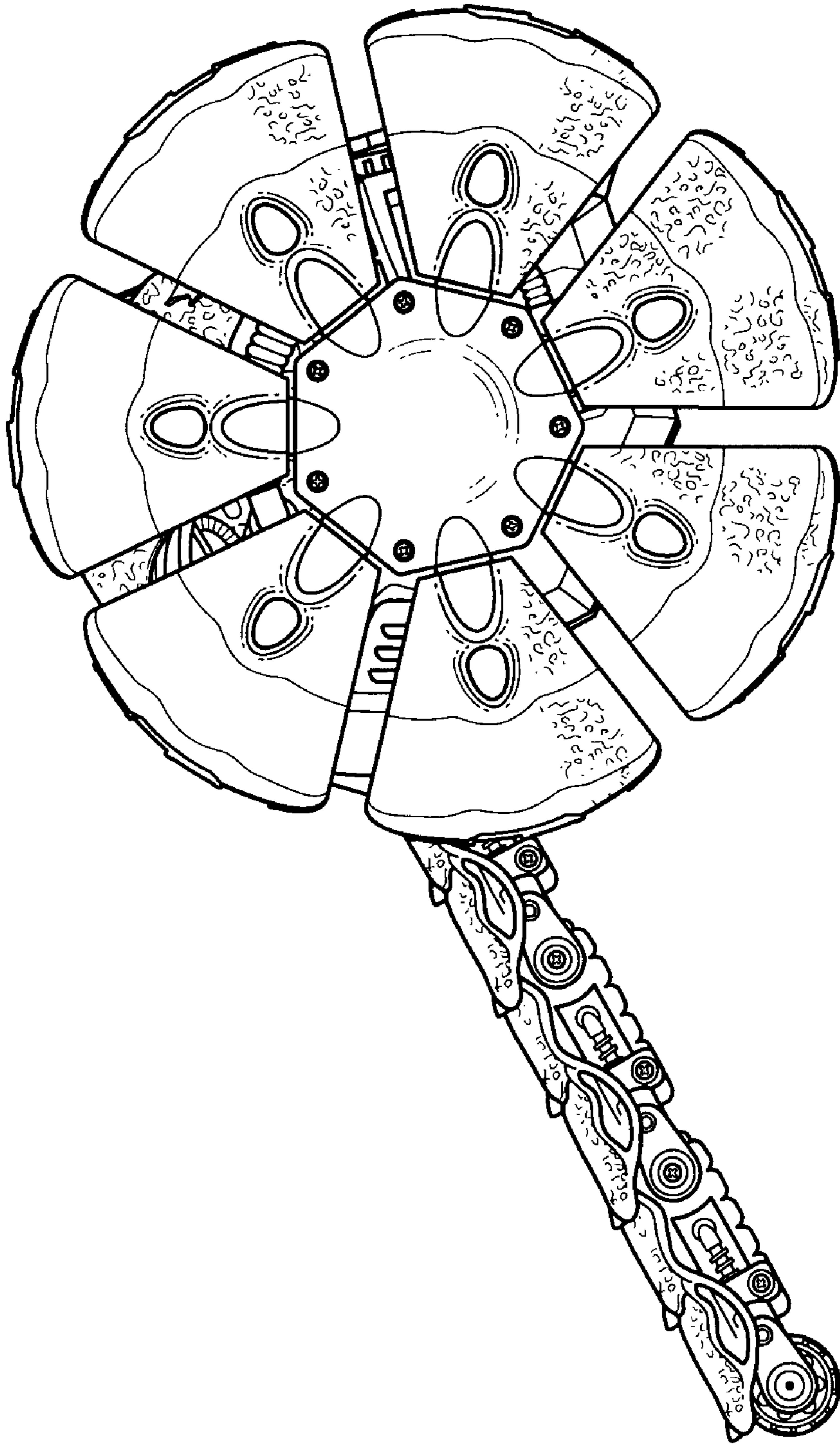


FIG. 4

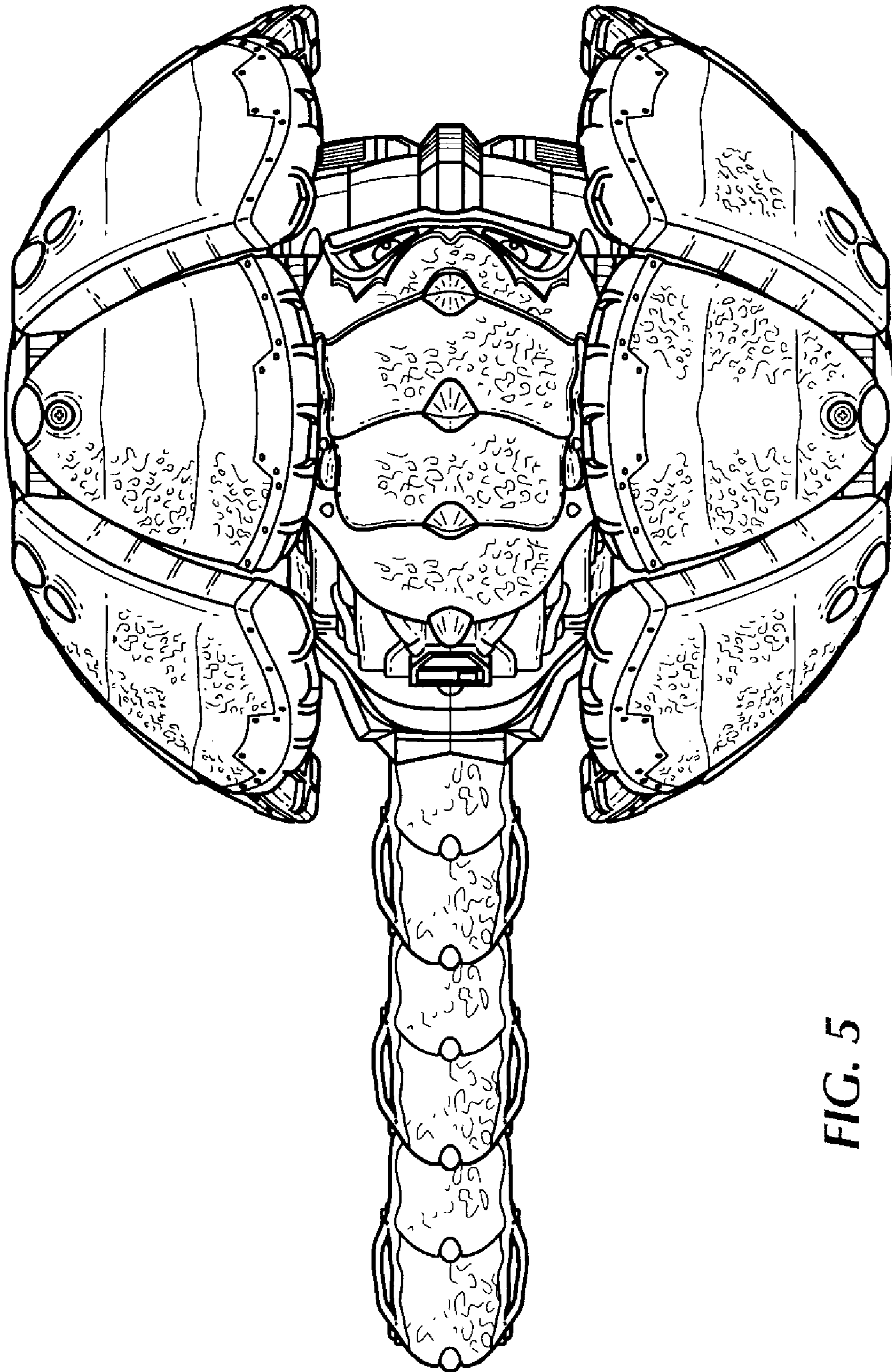


FIG. 5

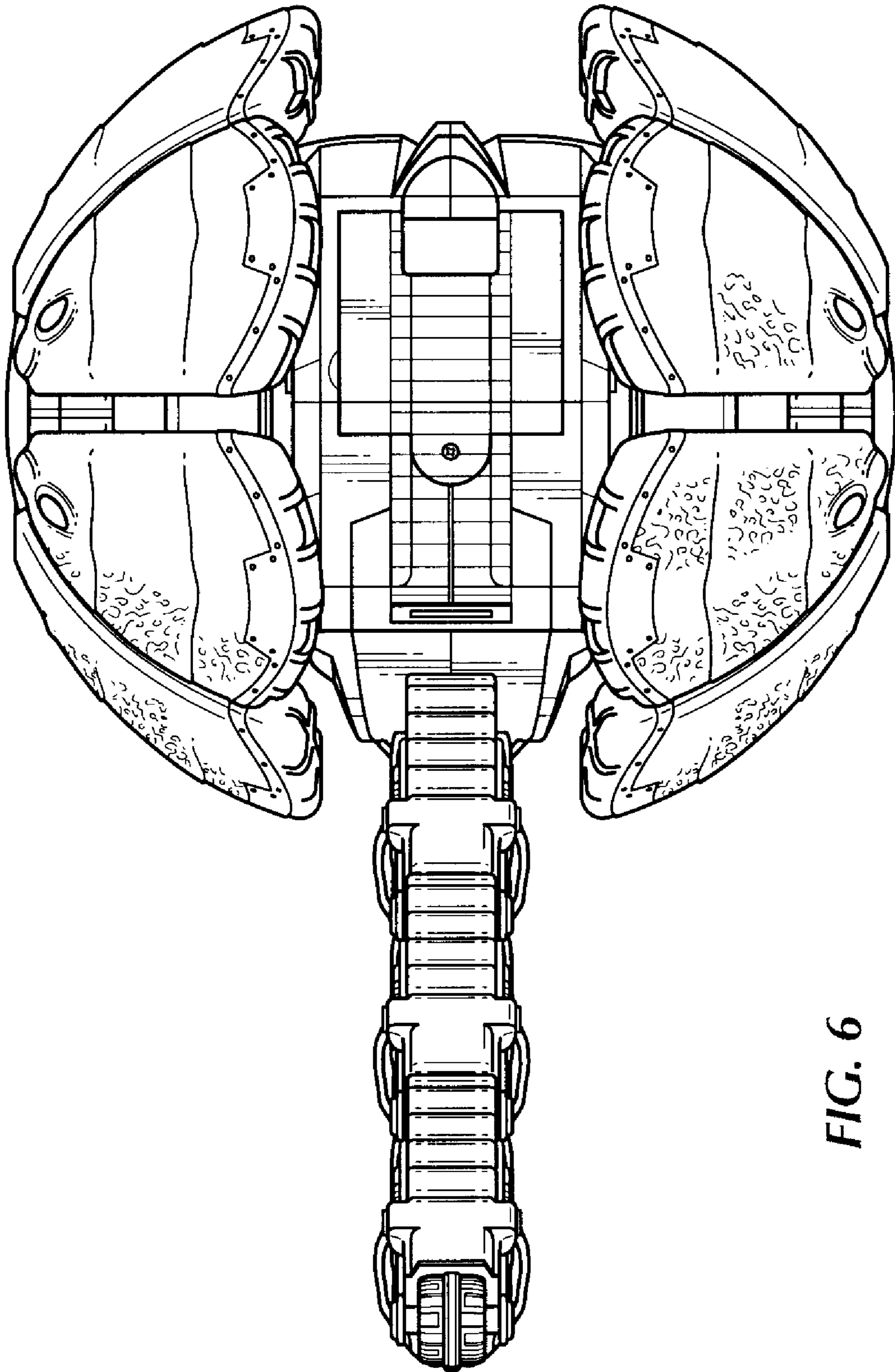


FIG. 6

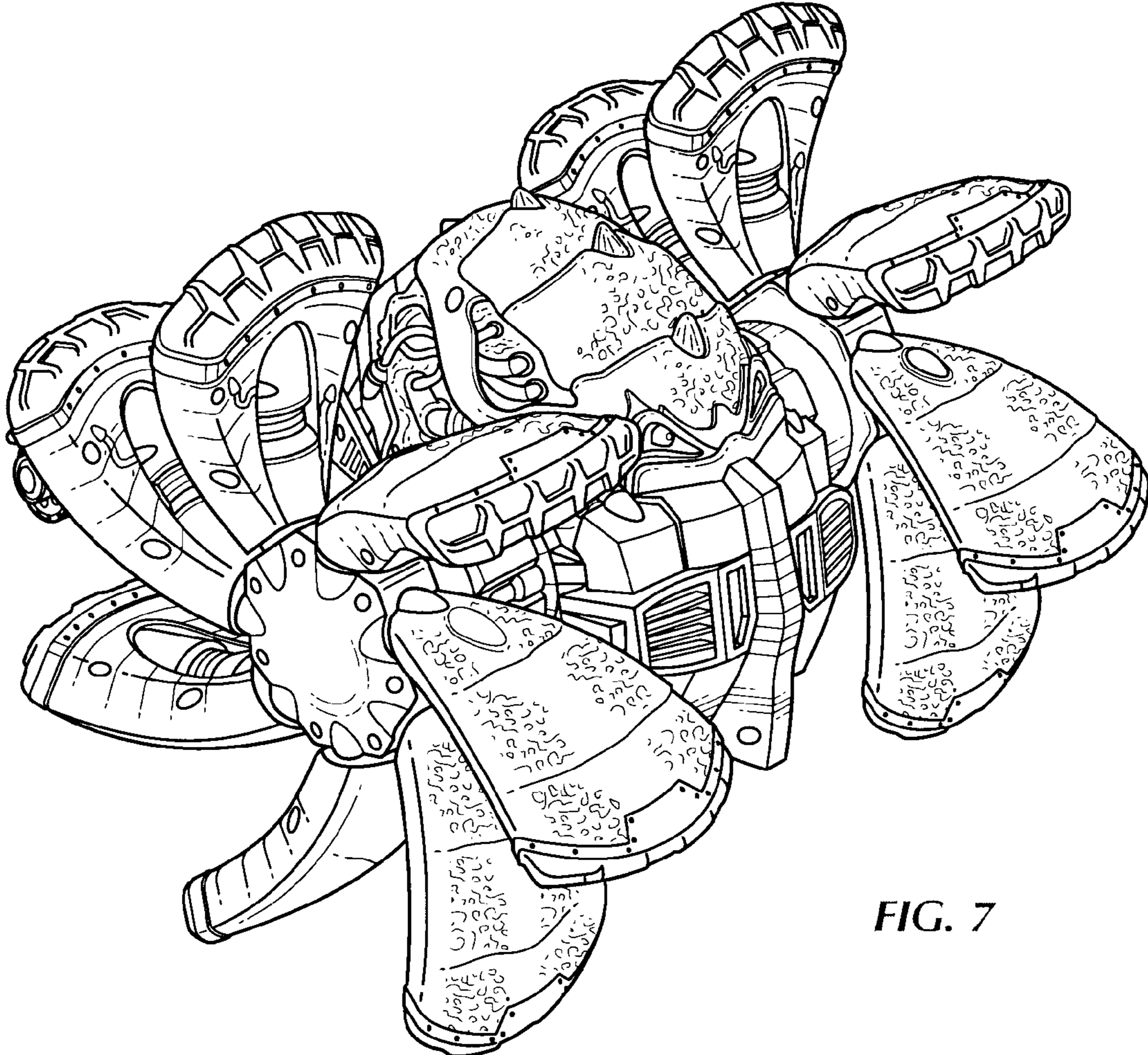


FIG. 7

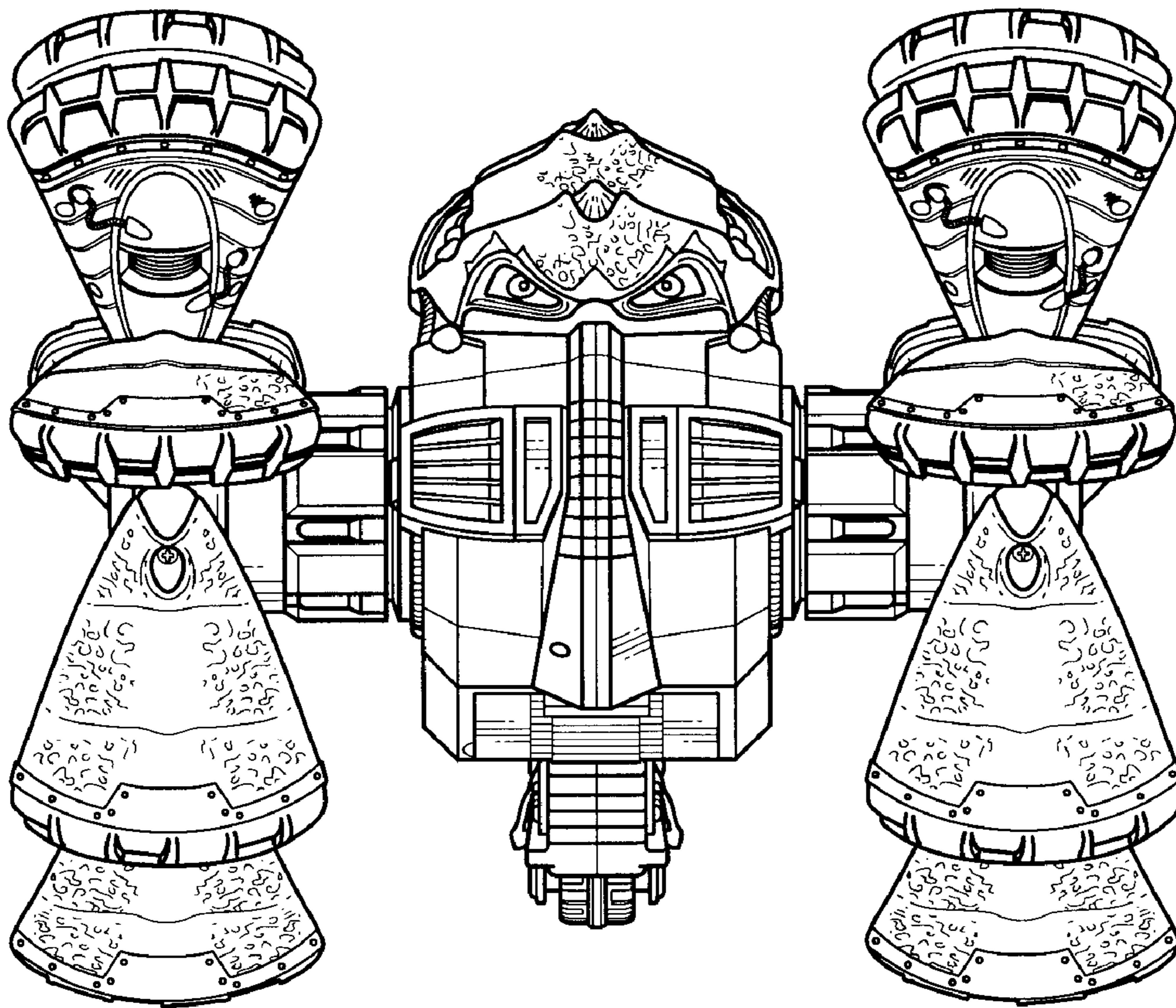


FIG. 8

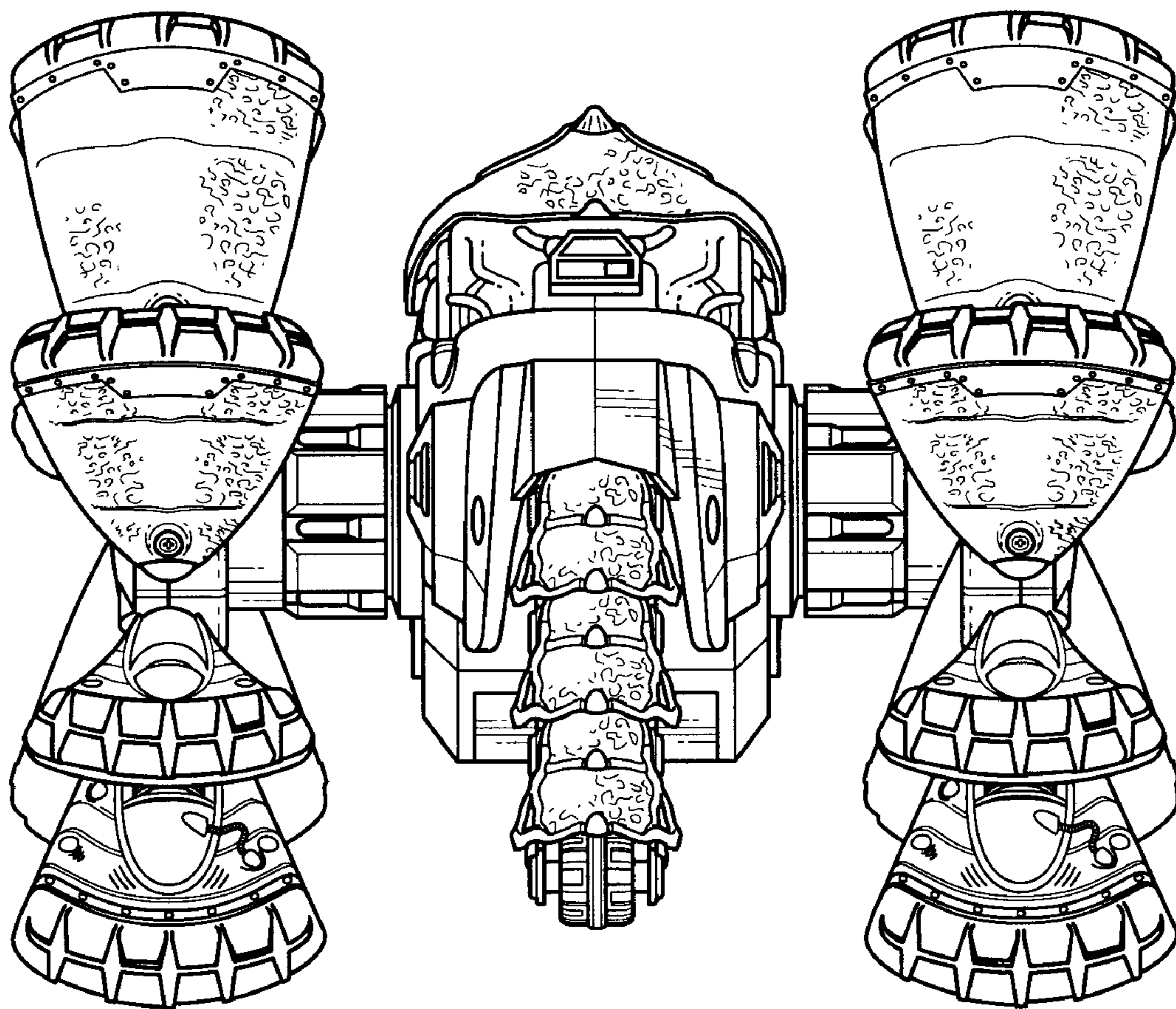


FIG. 9

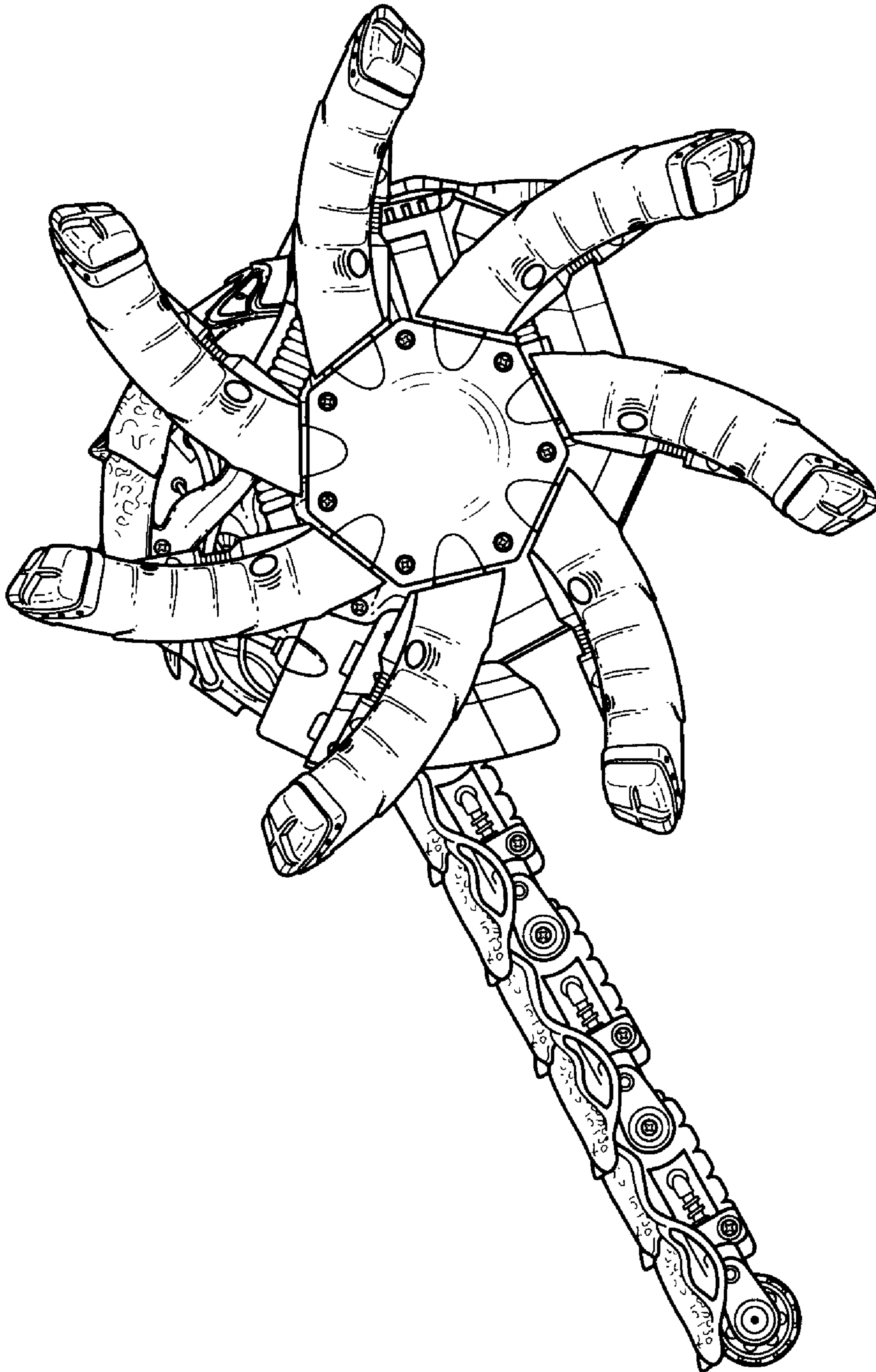


FIG. 10

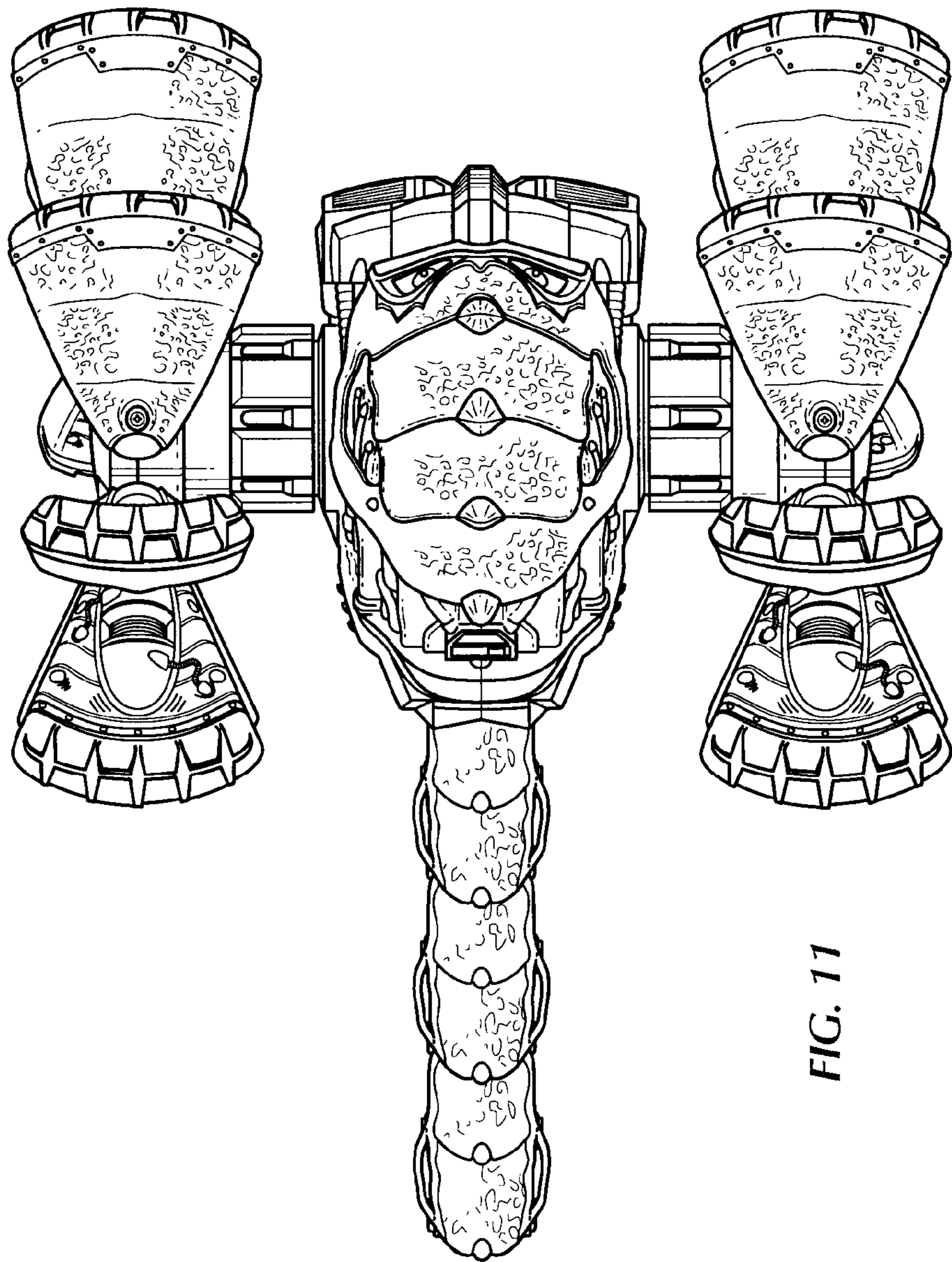


FIG. 11

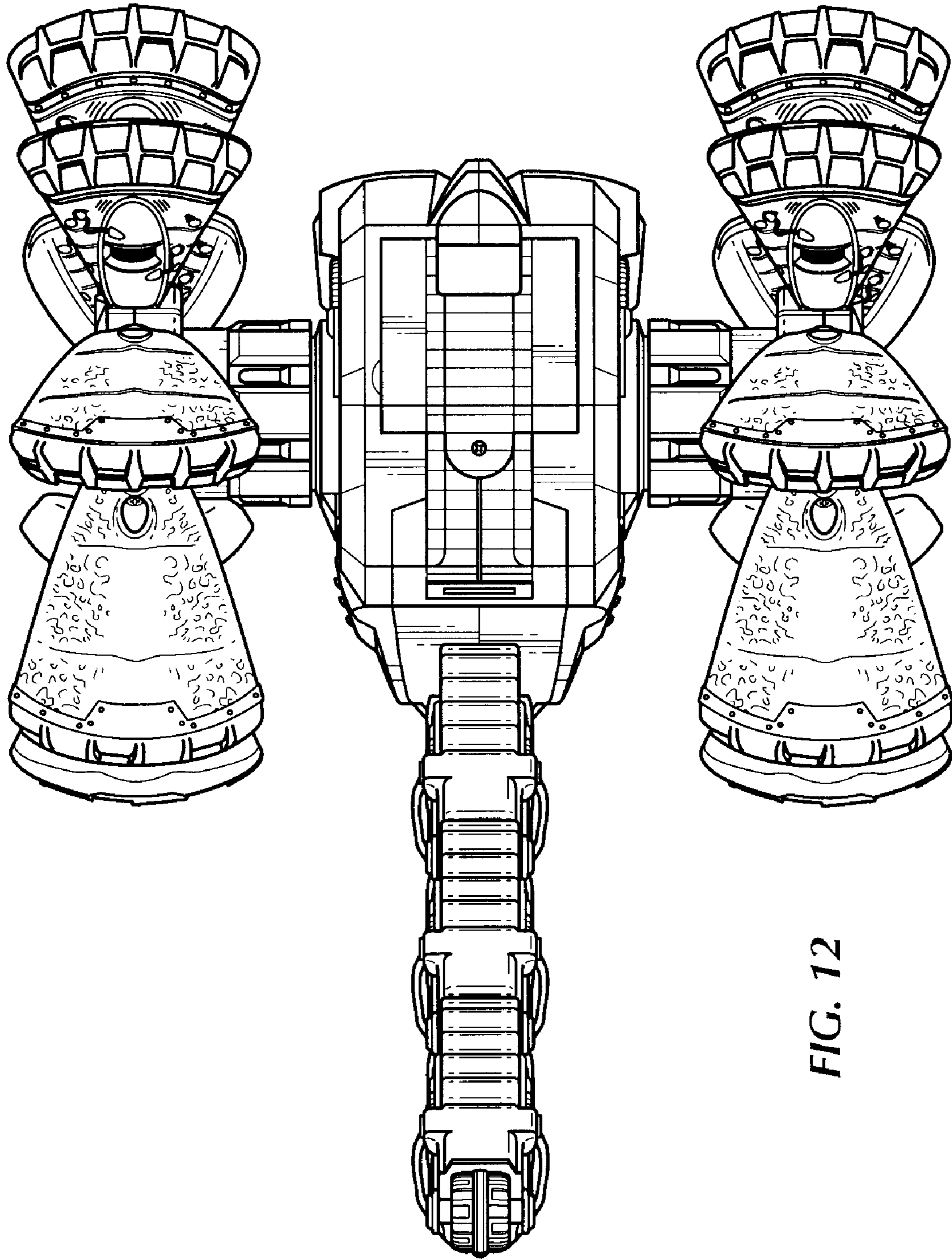


FIG. 12

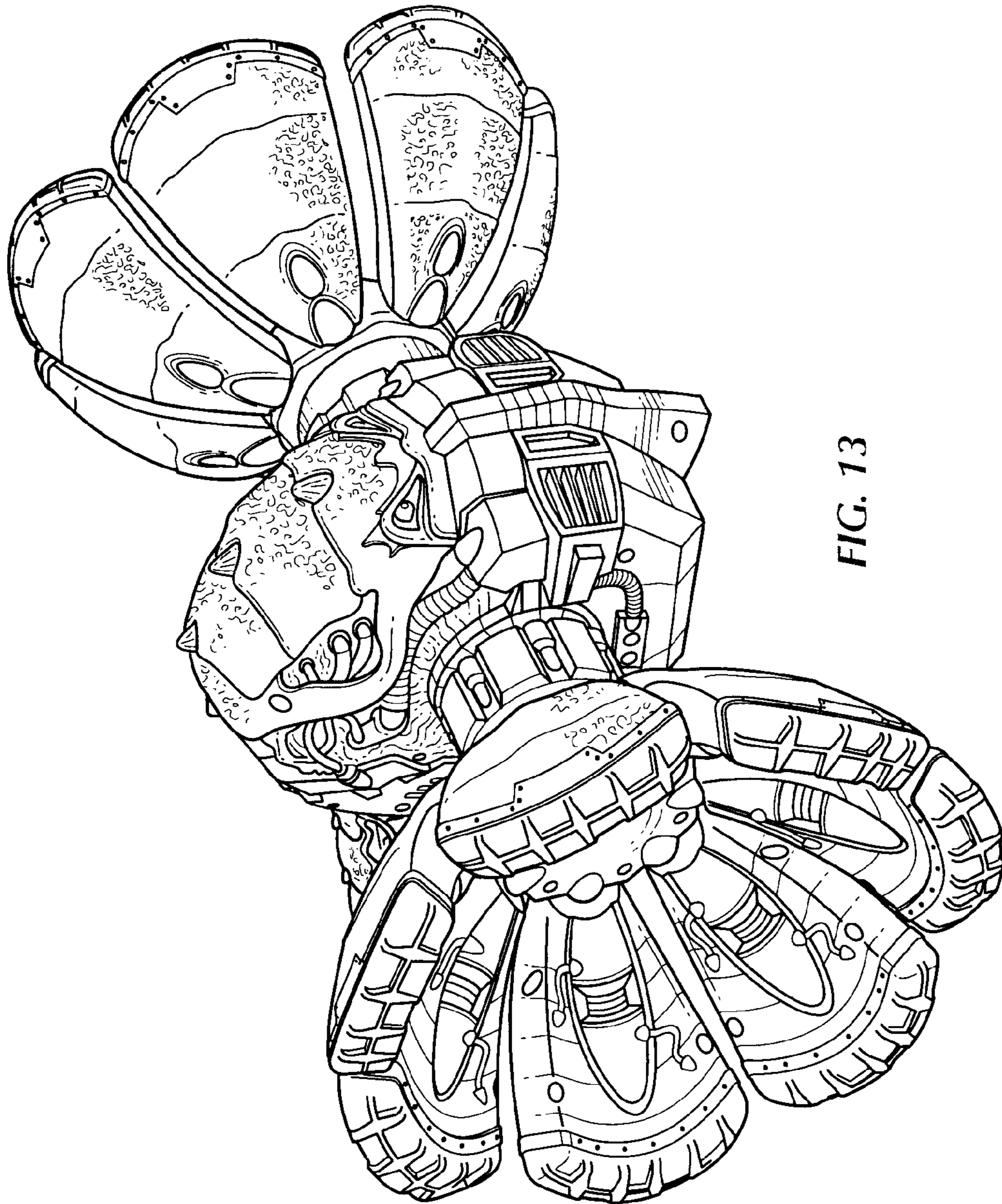


FIG. 13

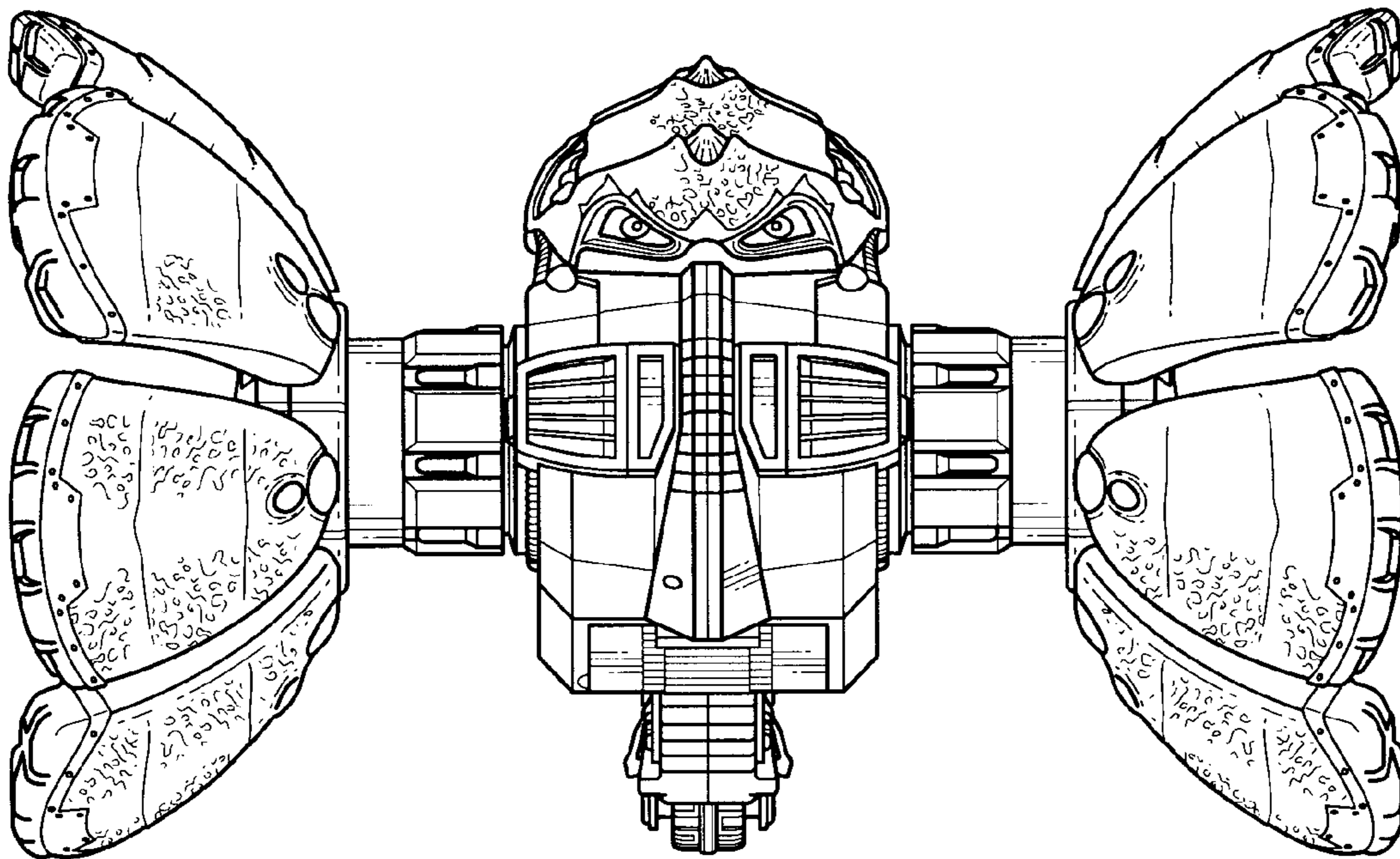


FIG. 14

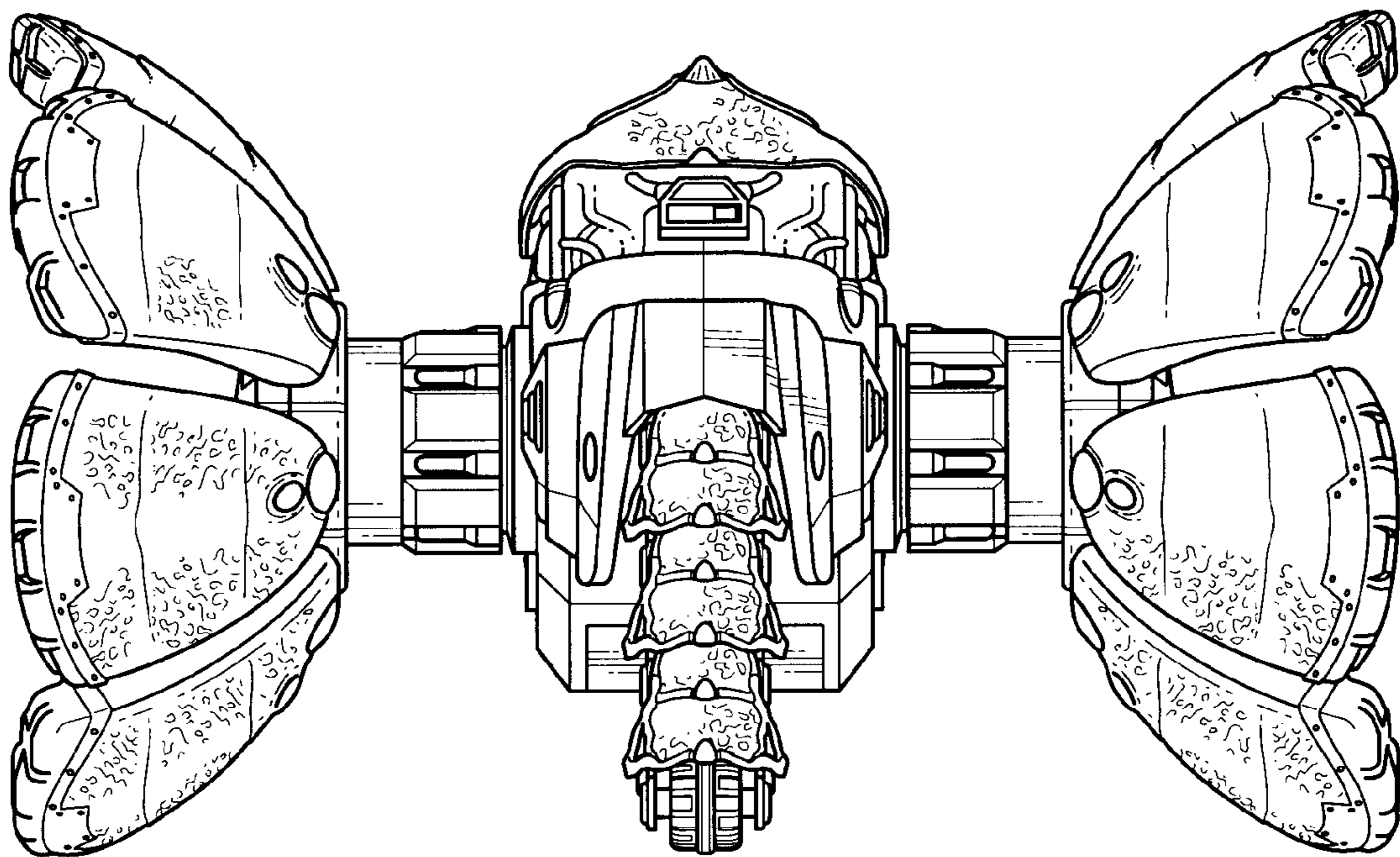


FIG. 15

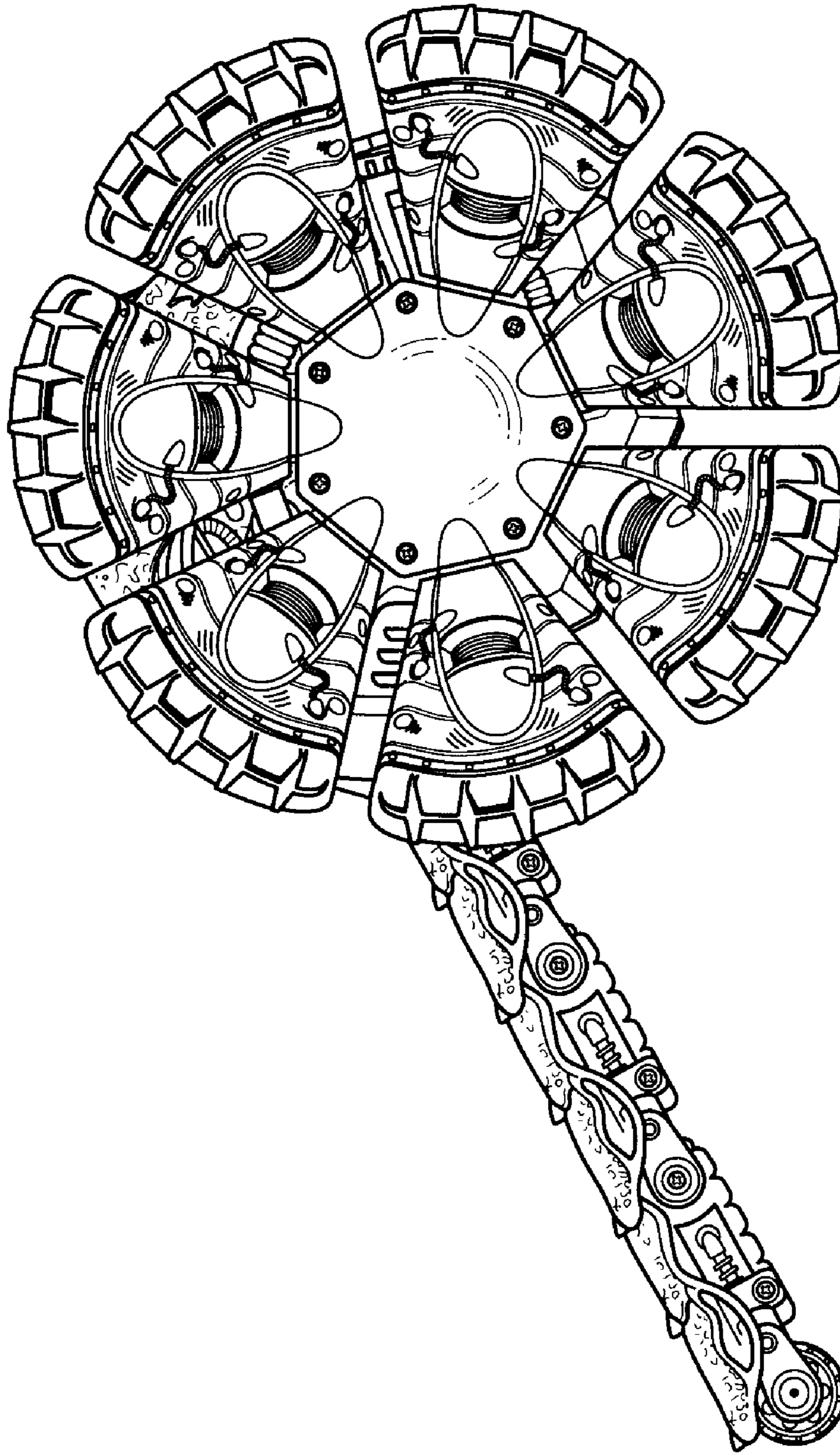


FIG. 16

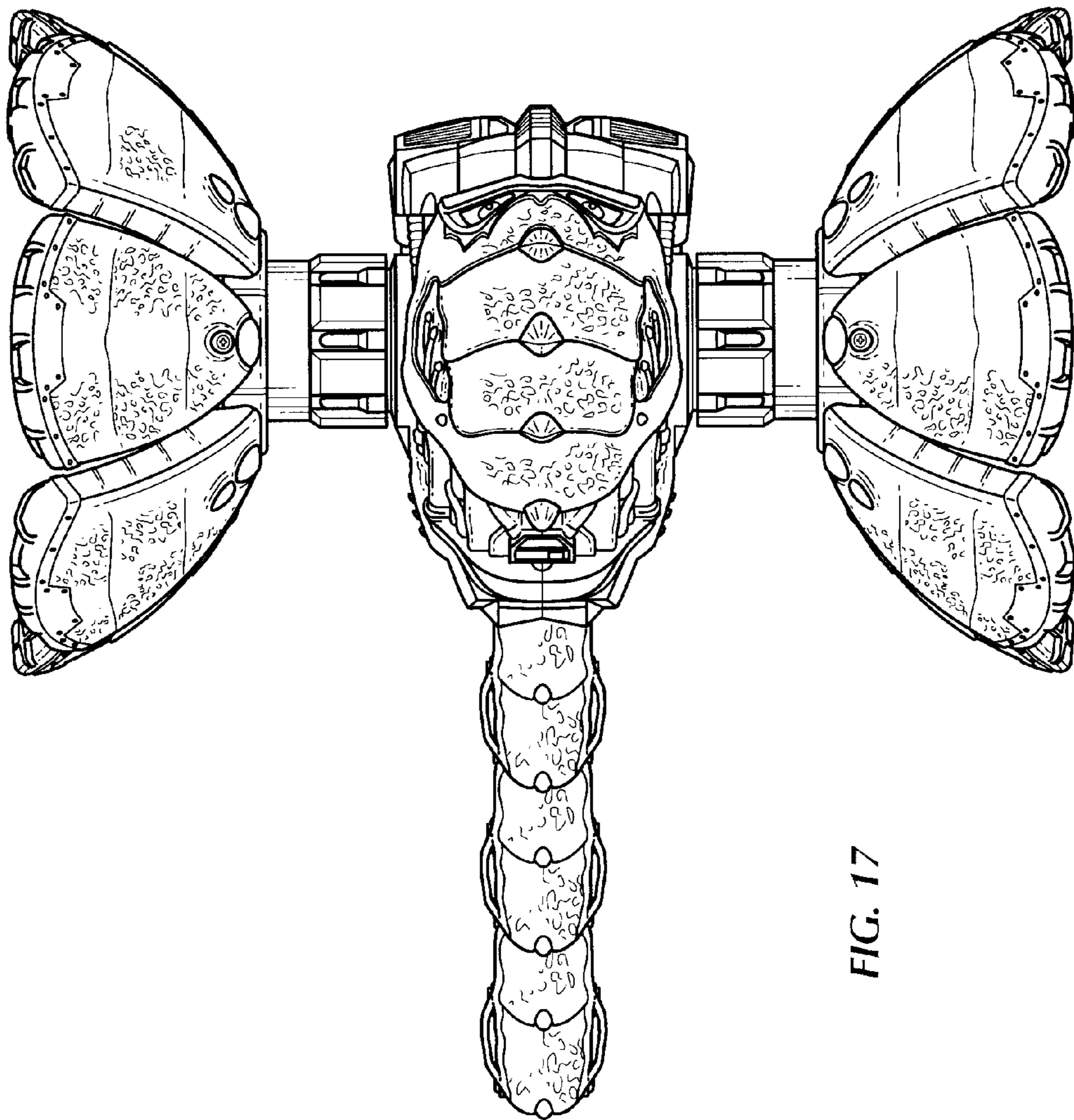


FIG. 17

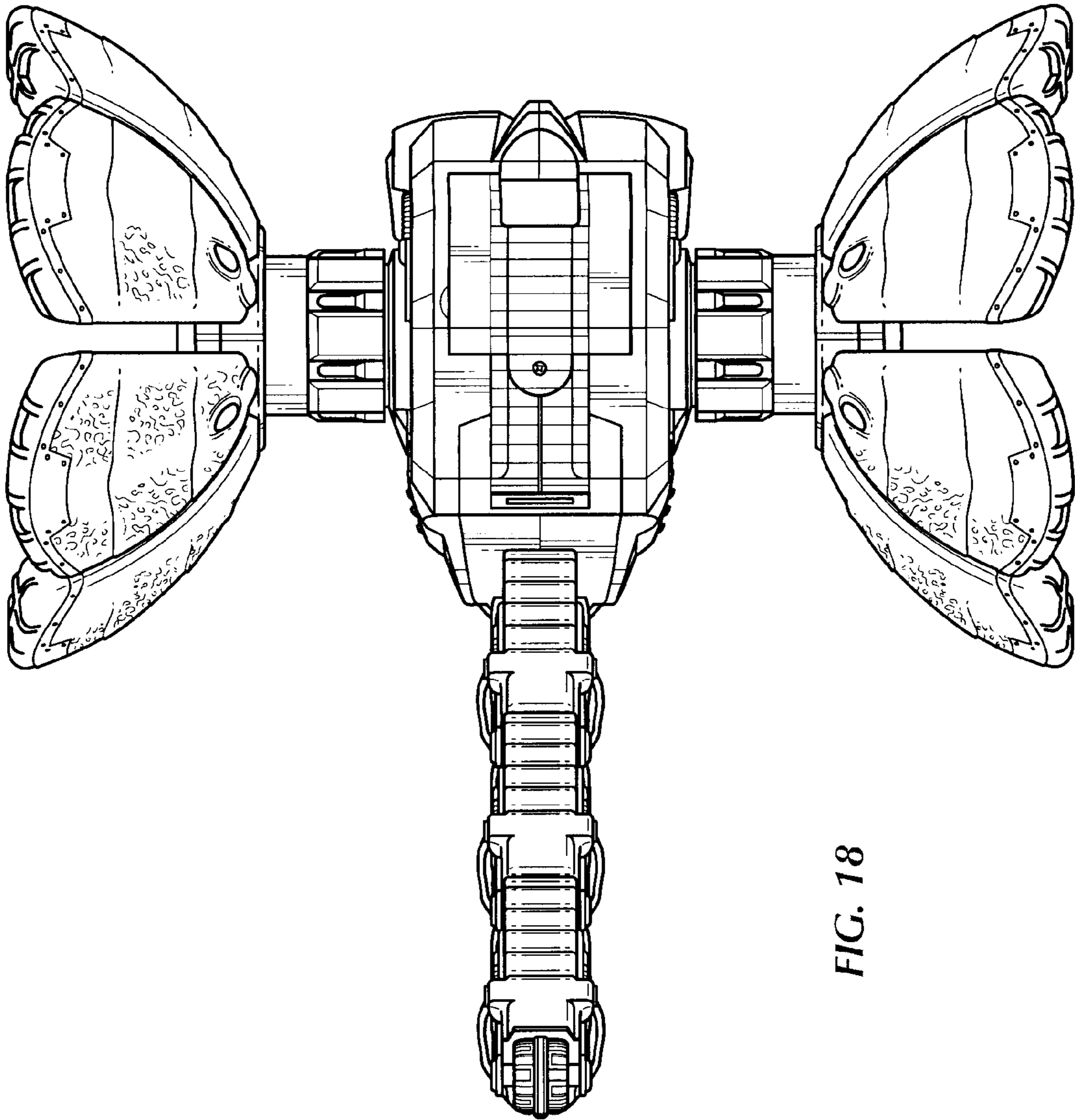


FIG. 18

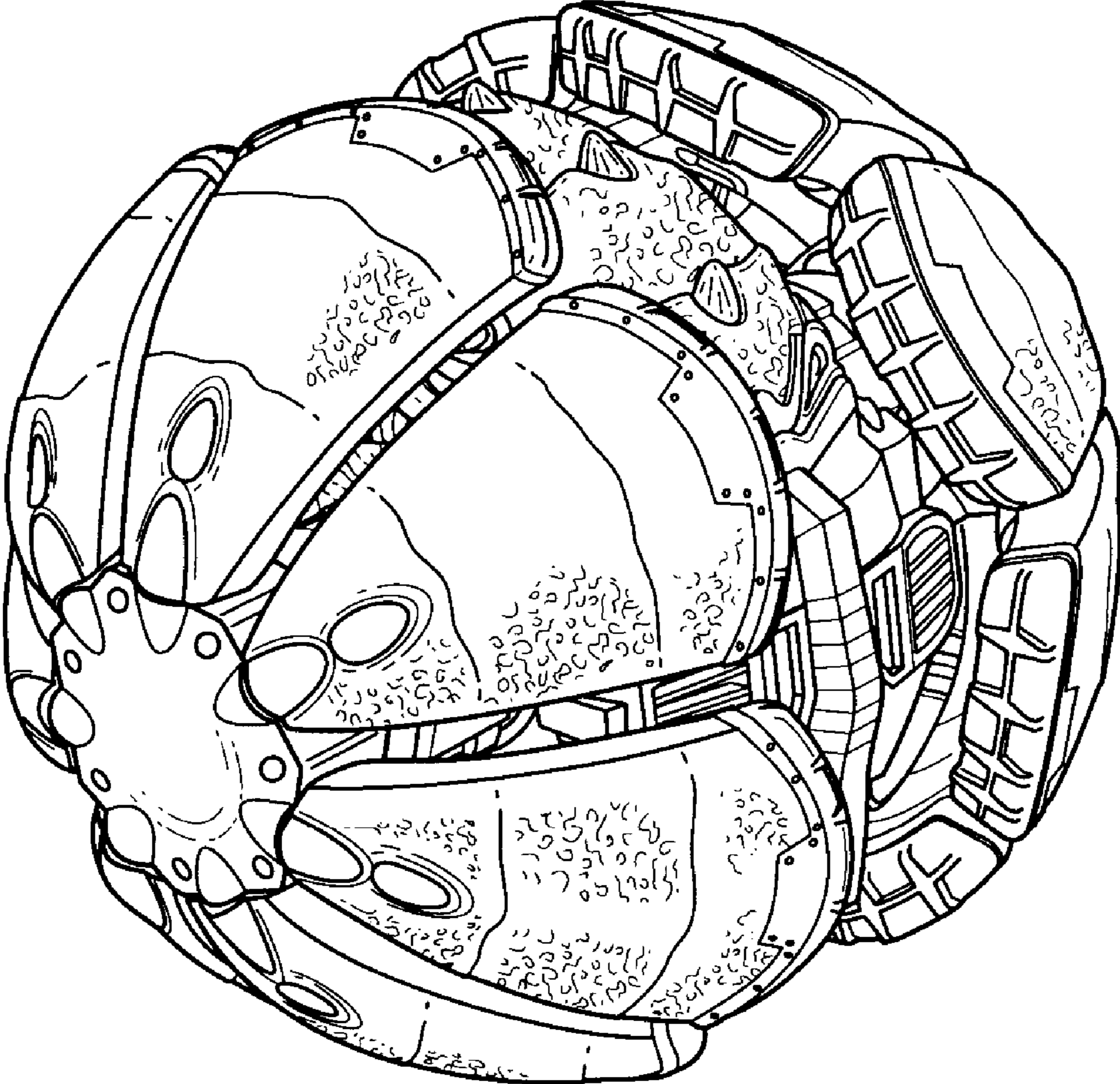


FIG. 19

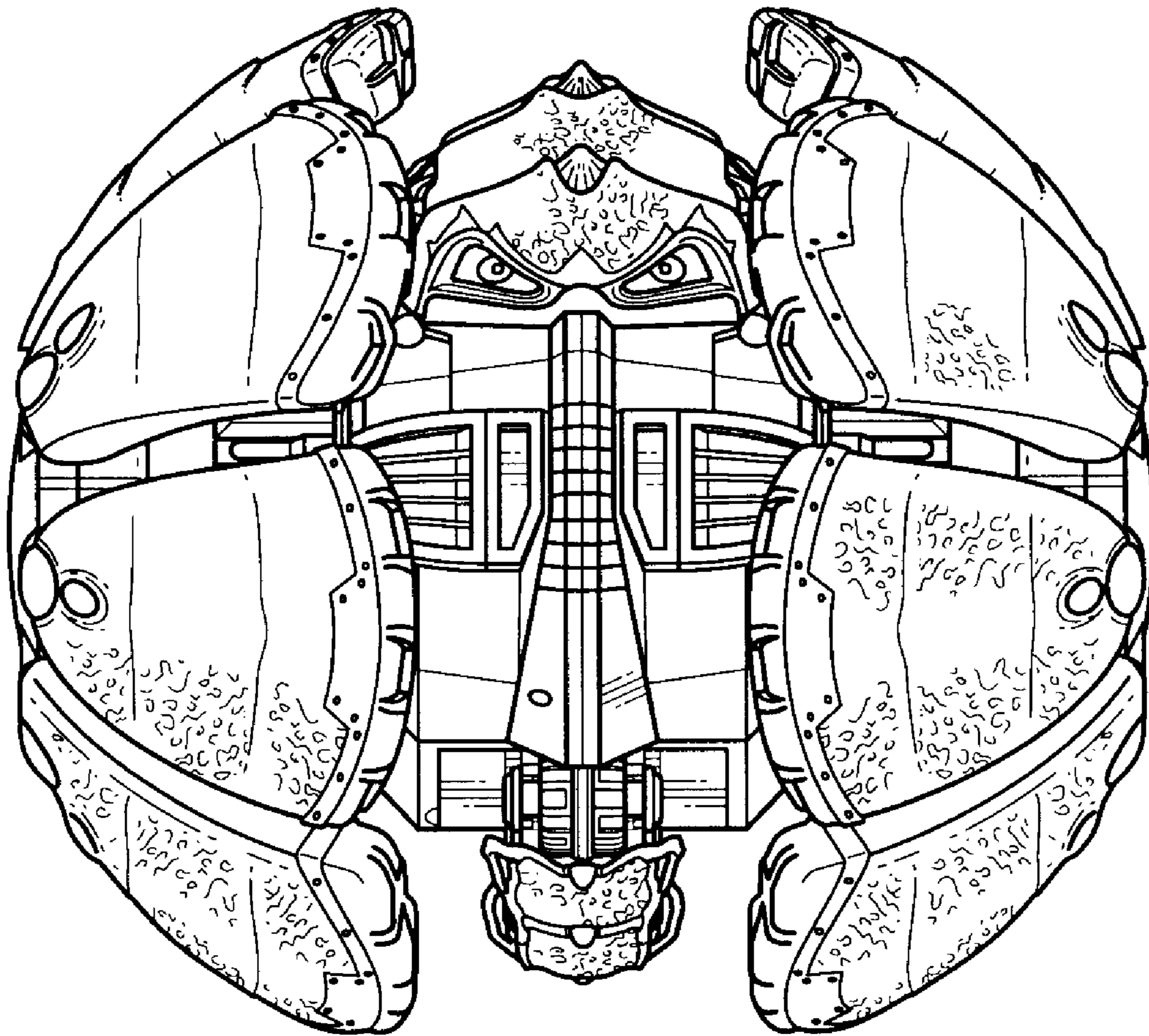


FIG. 20

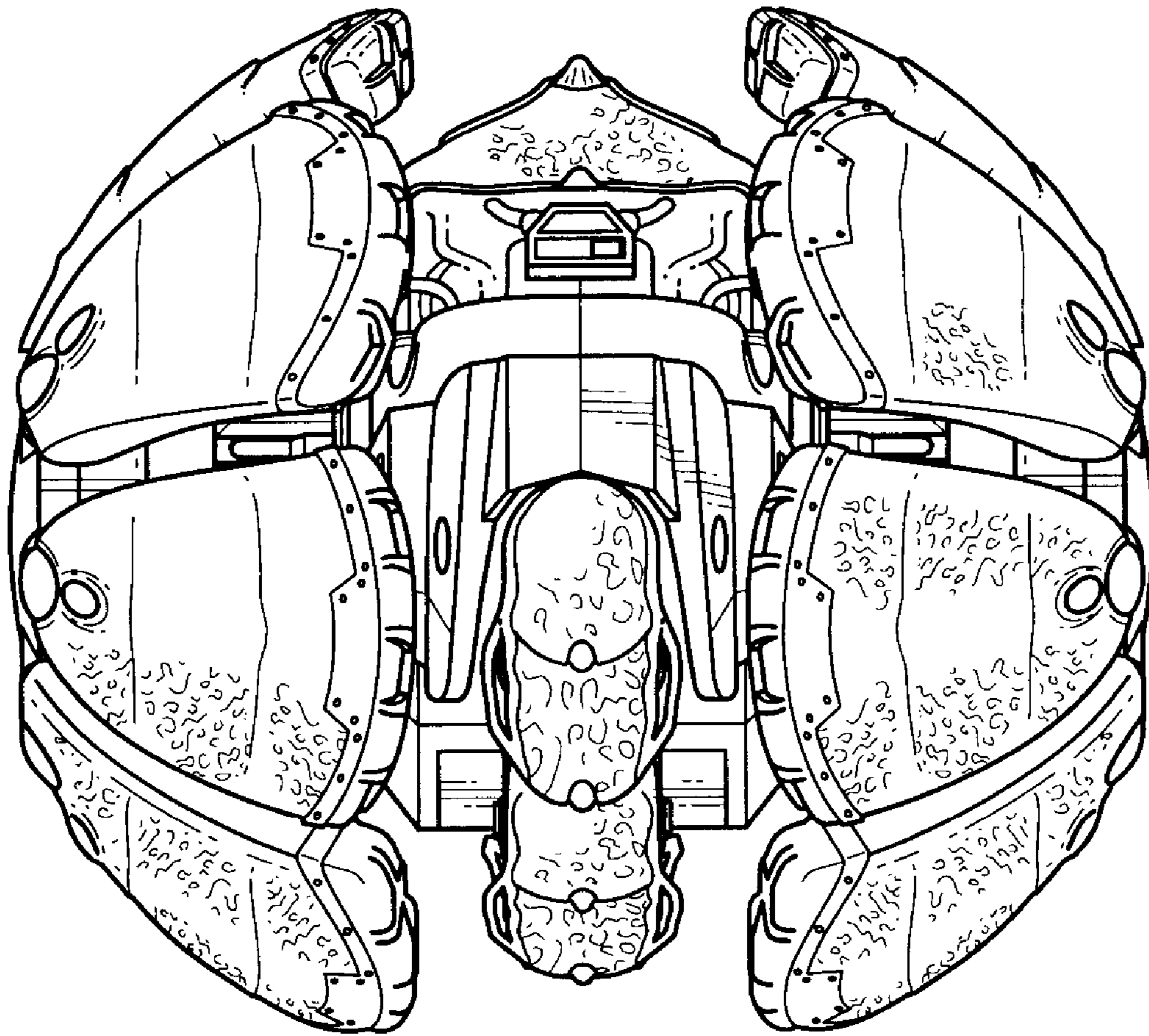


FIG. 21

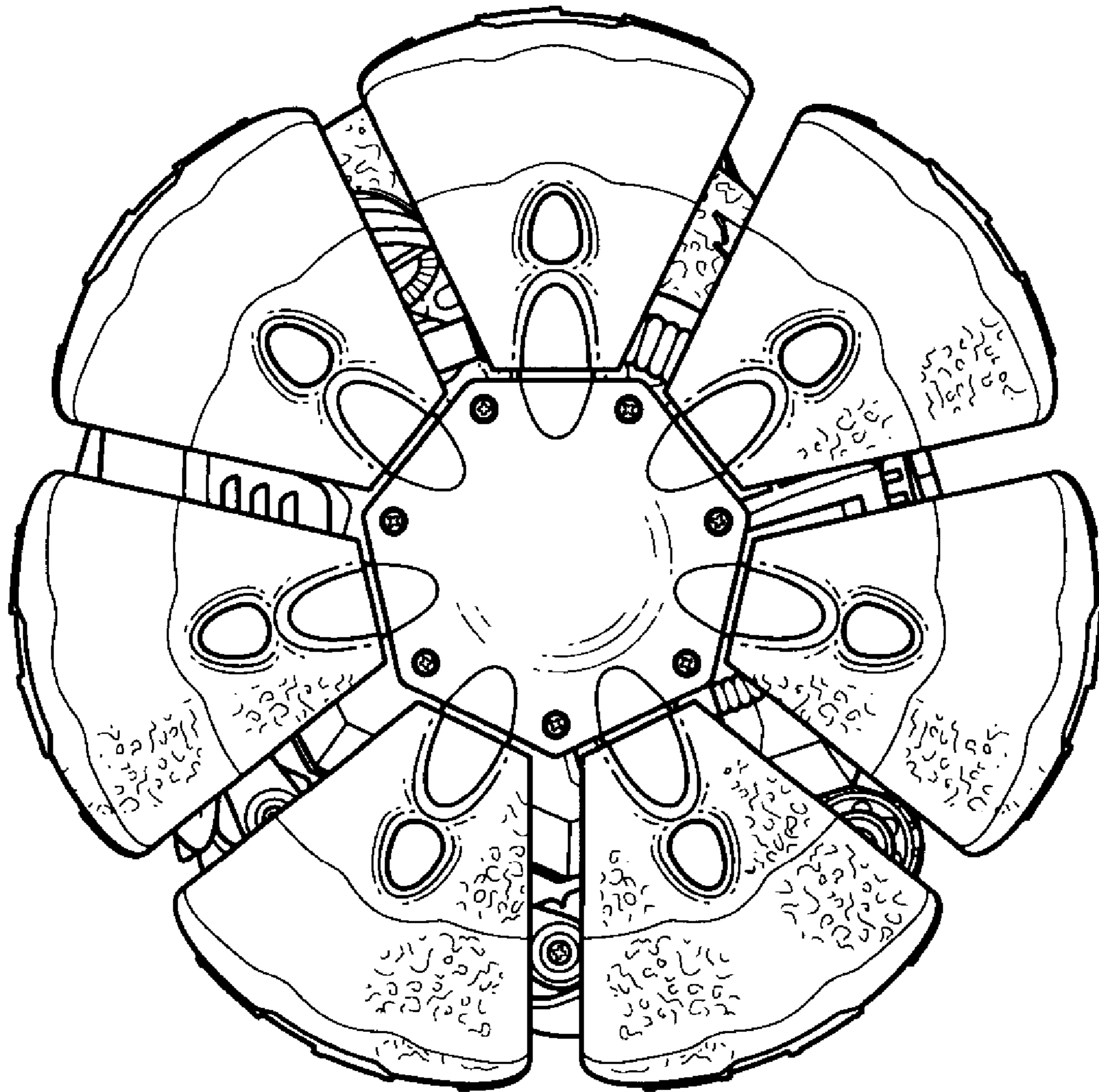


FIG. 22

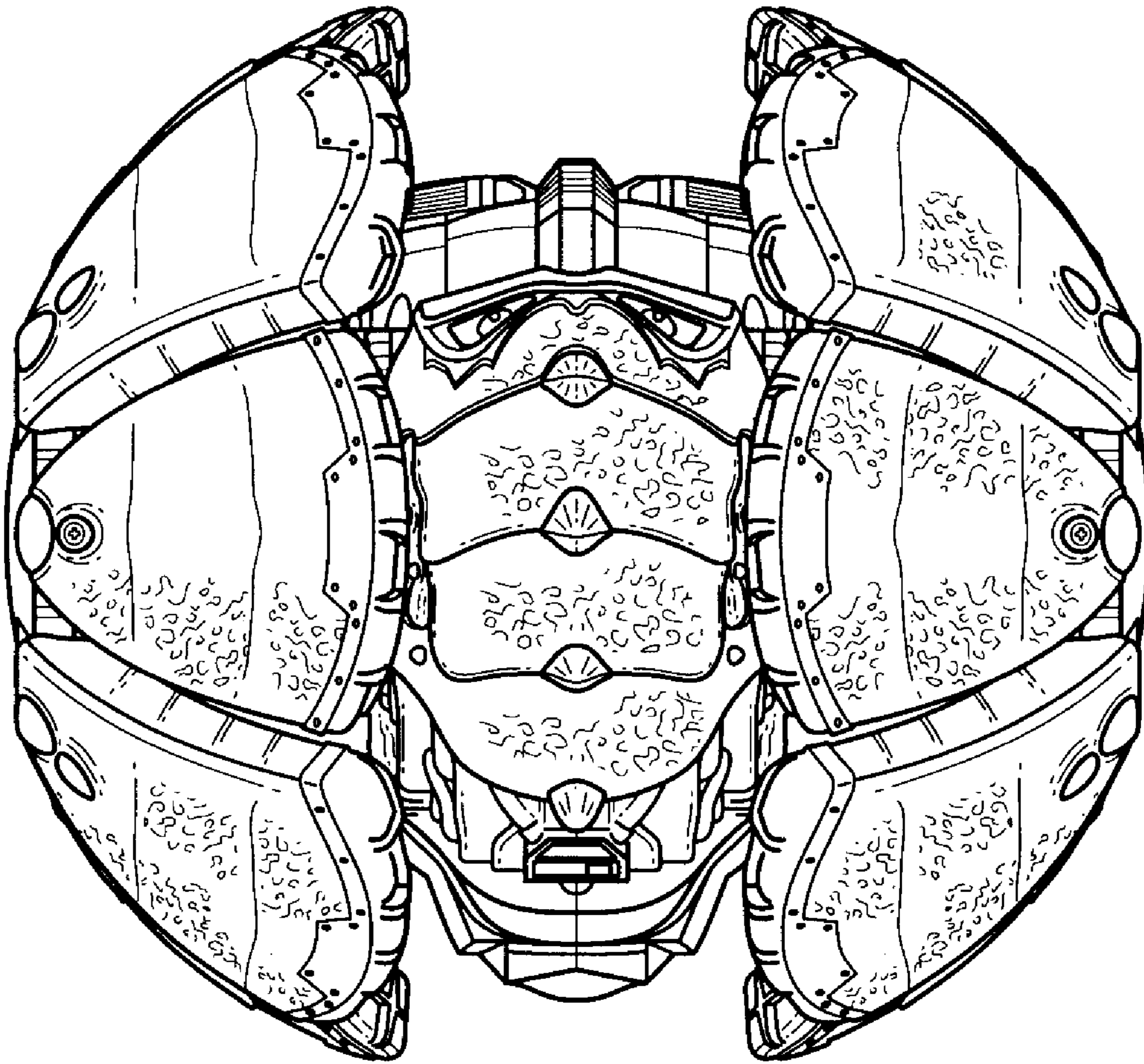


FIG. 23

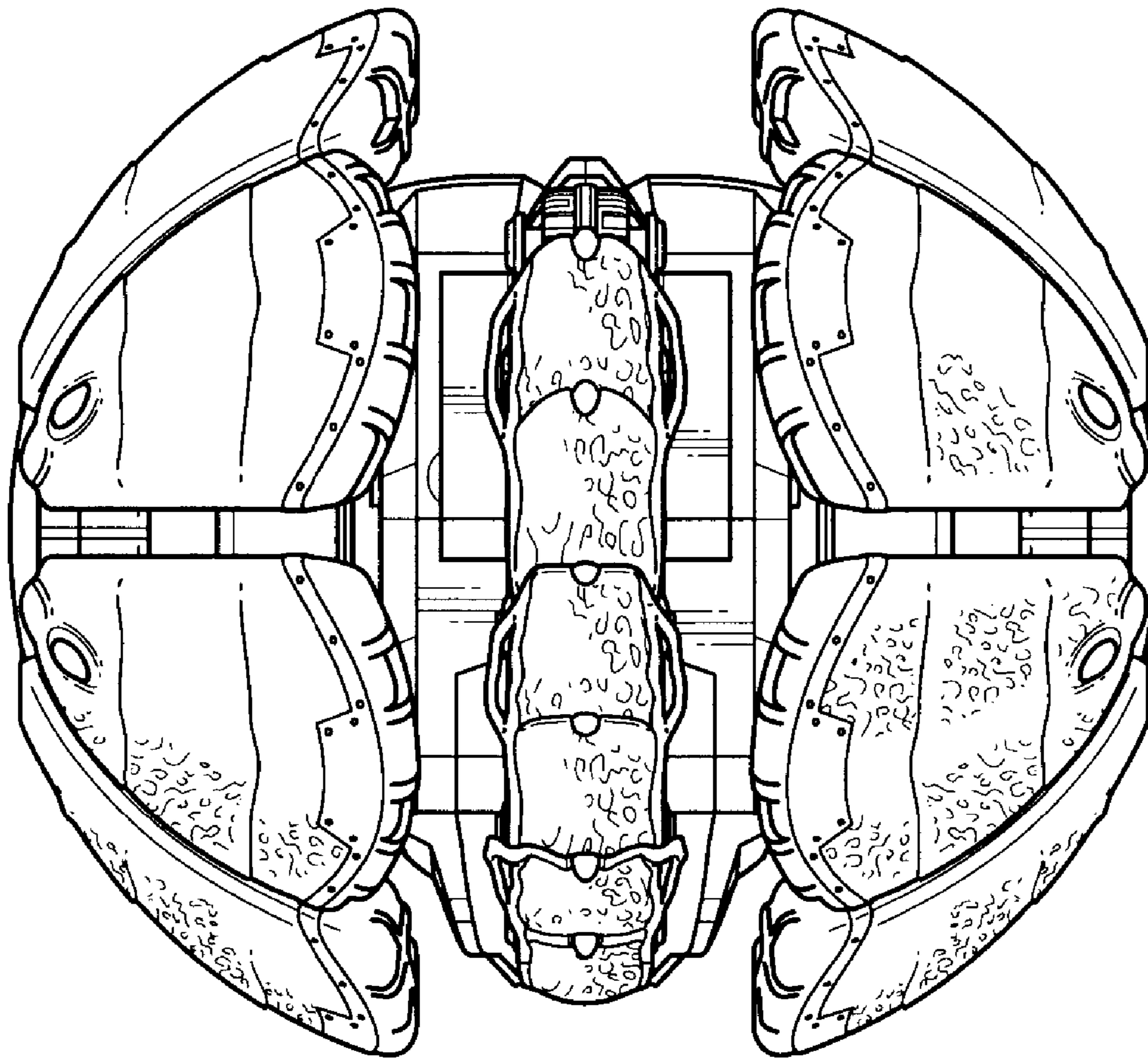


FIG. 24

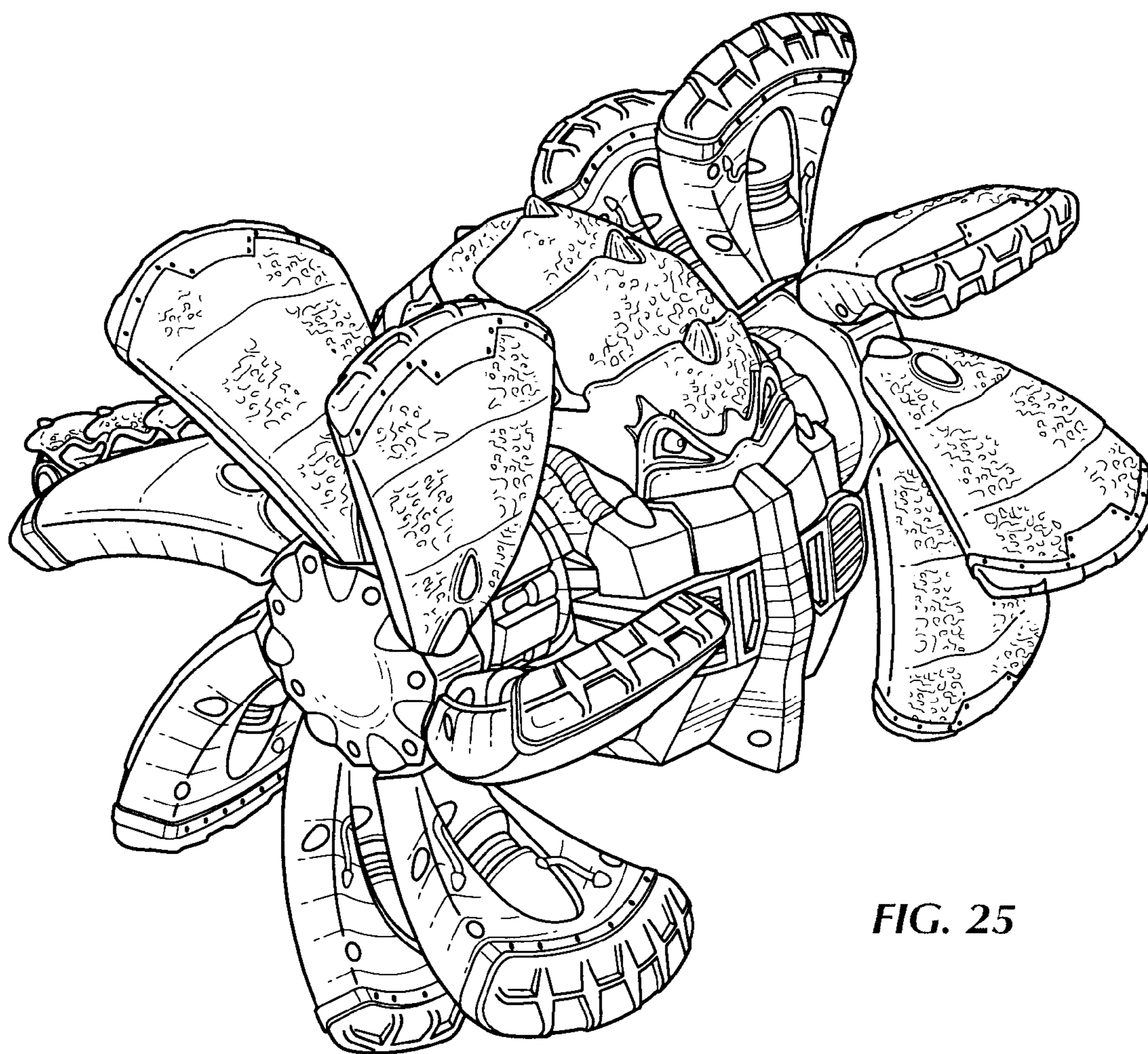


FIG. 25

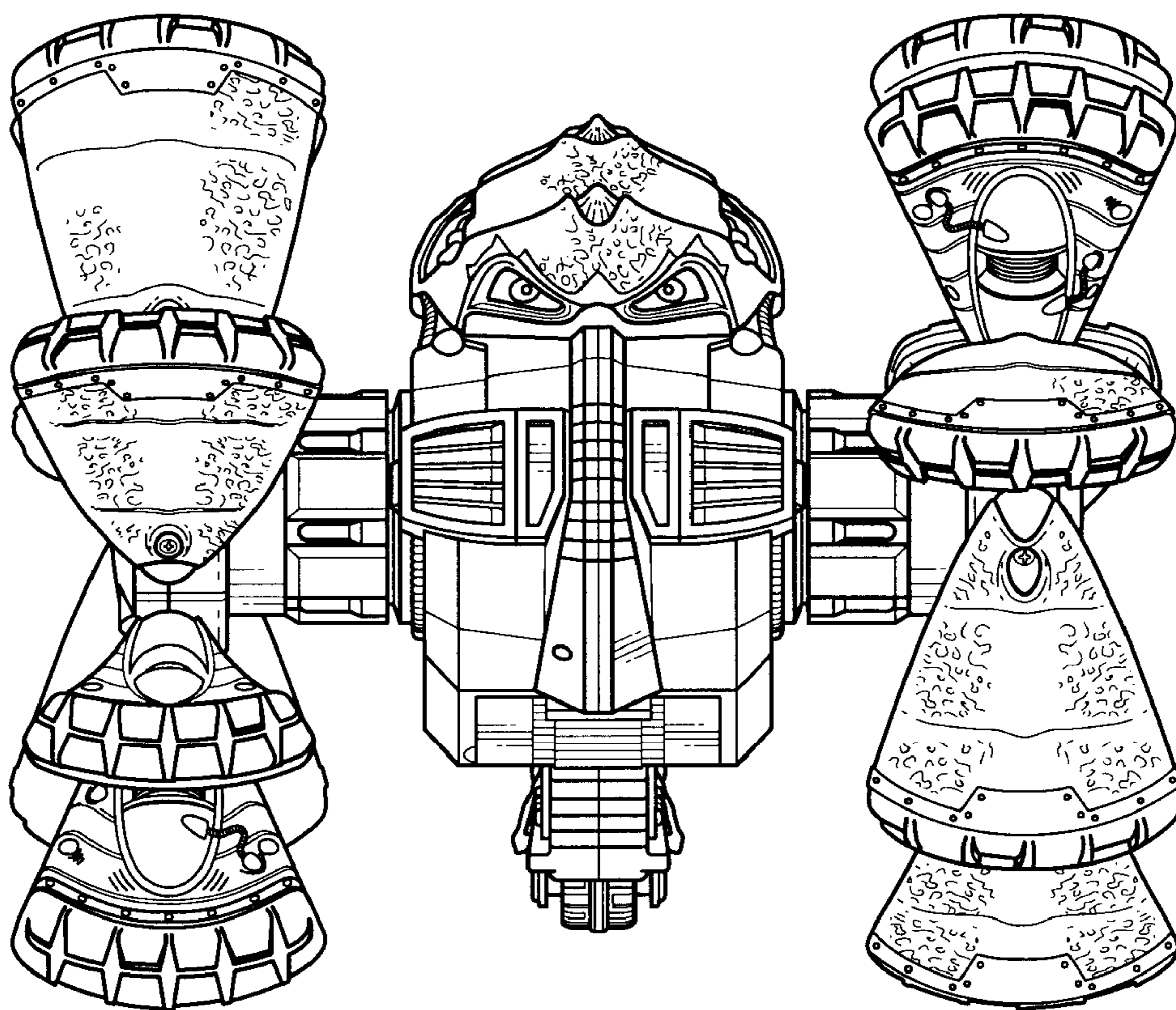


FIG. 26

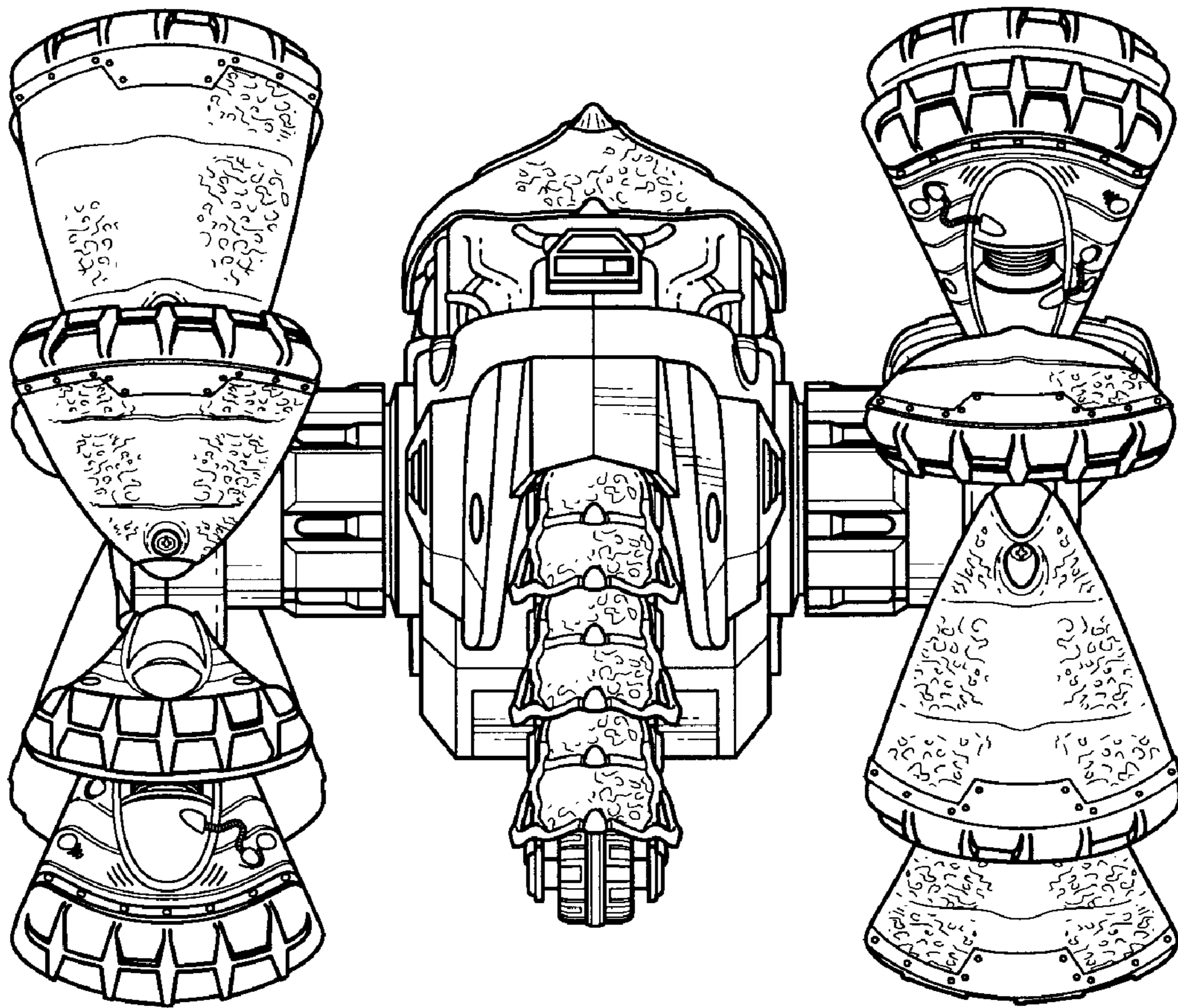


FIG. 27

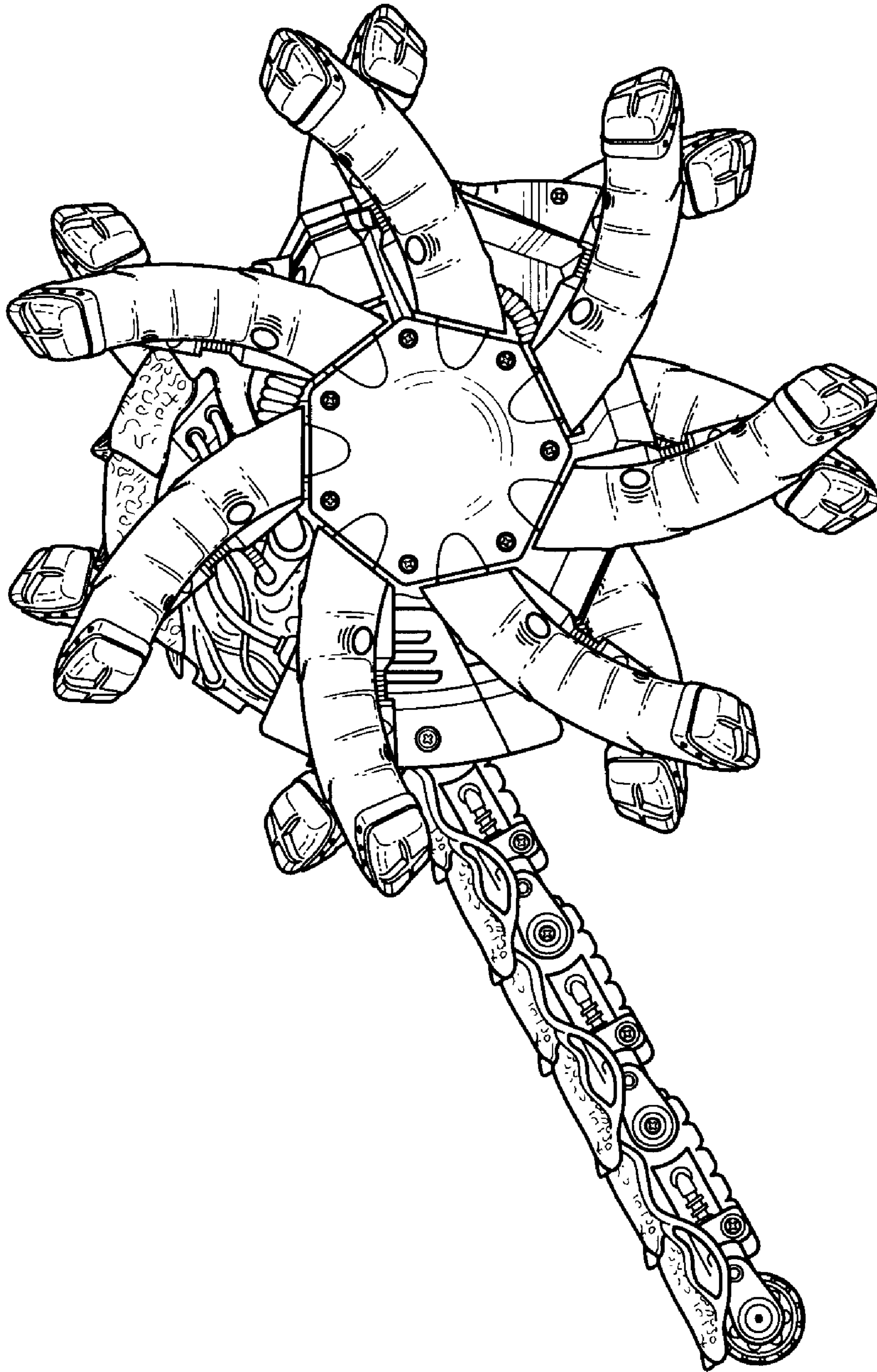


FIG. 28

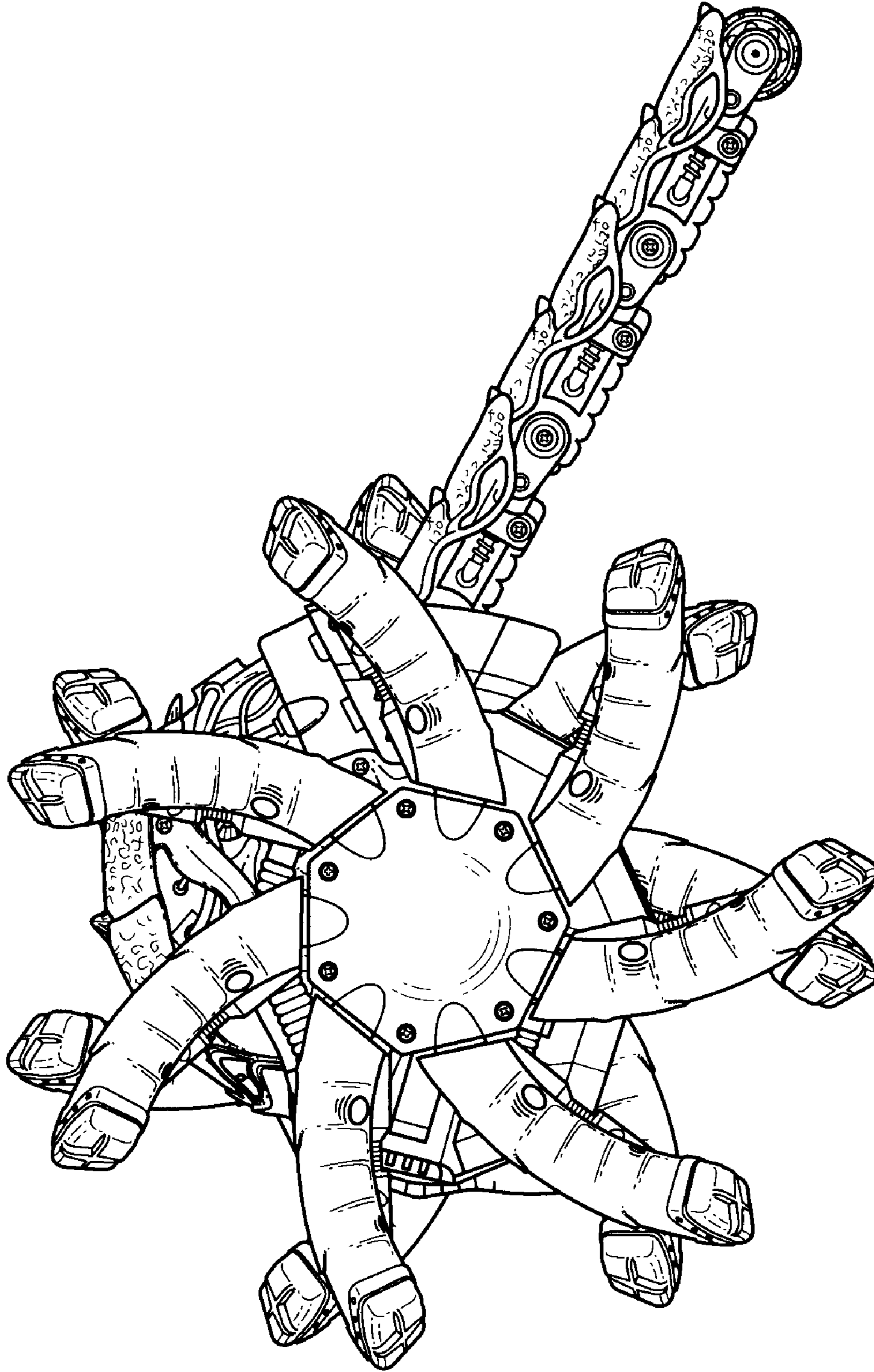


FIG. 29

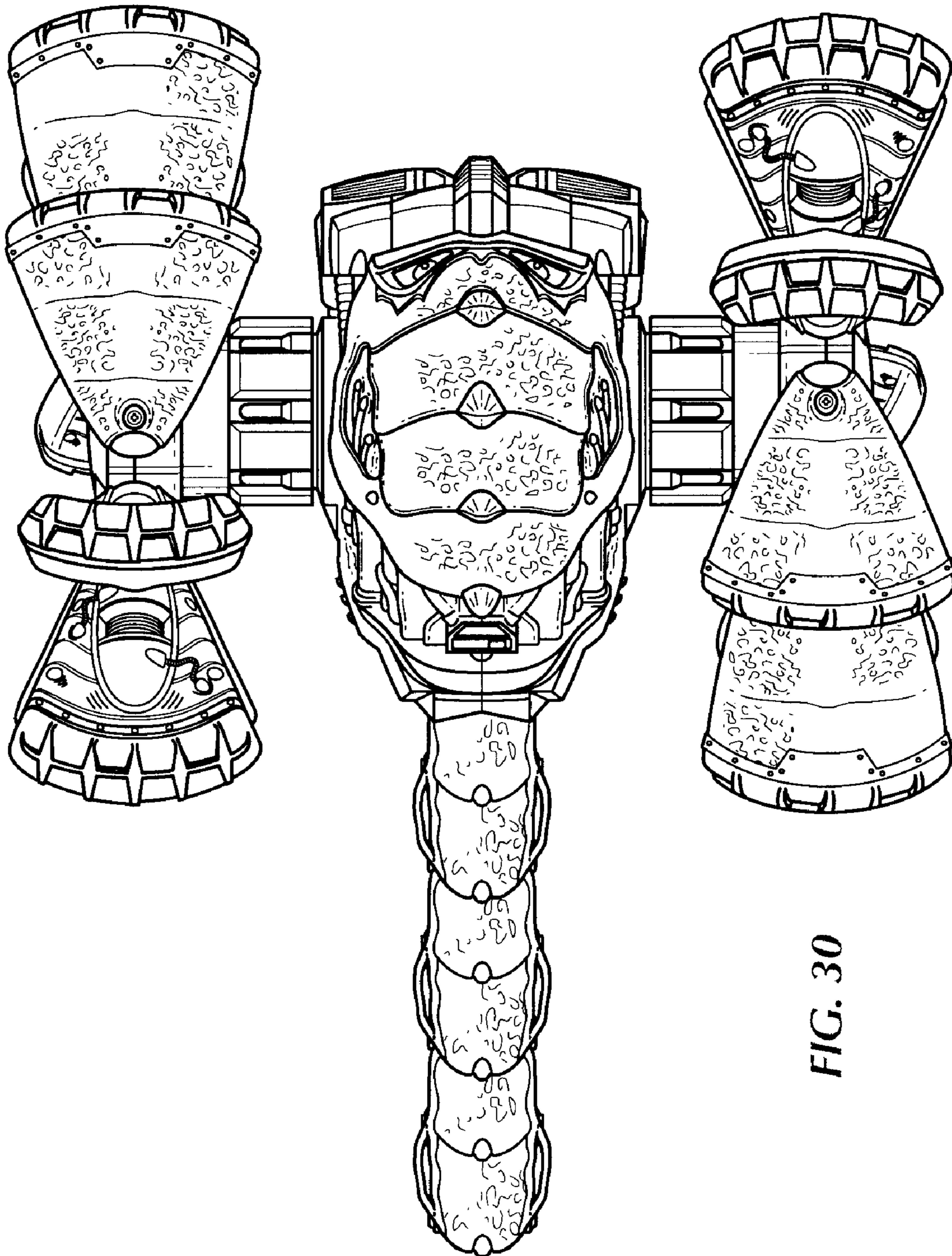


FIG. 30

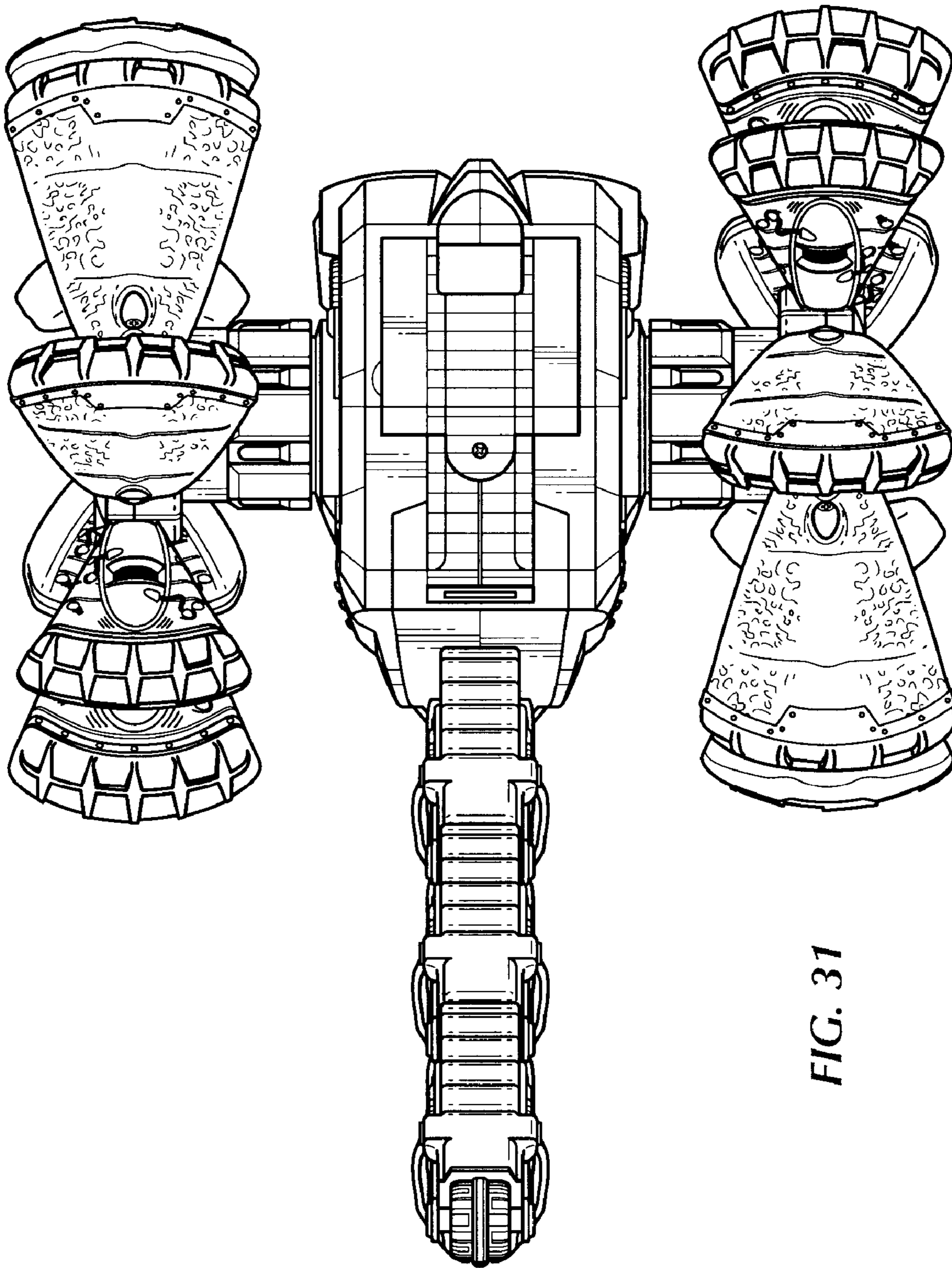


FIG. 31

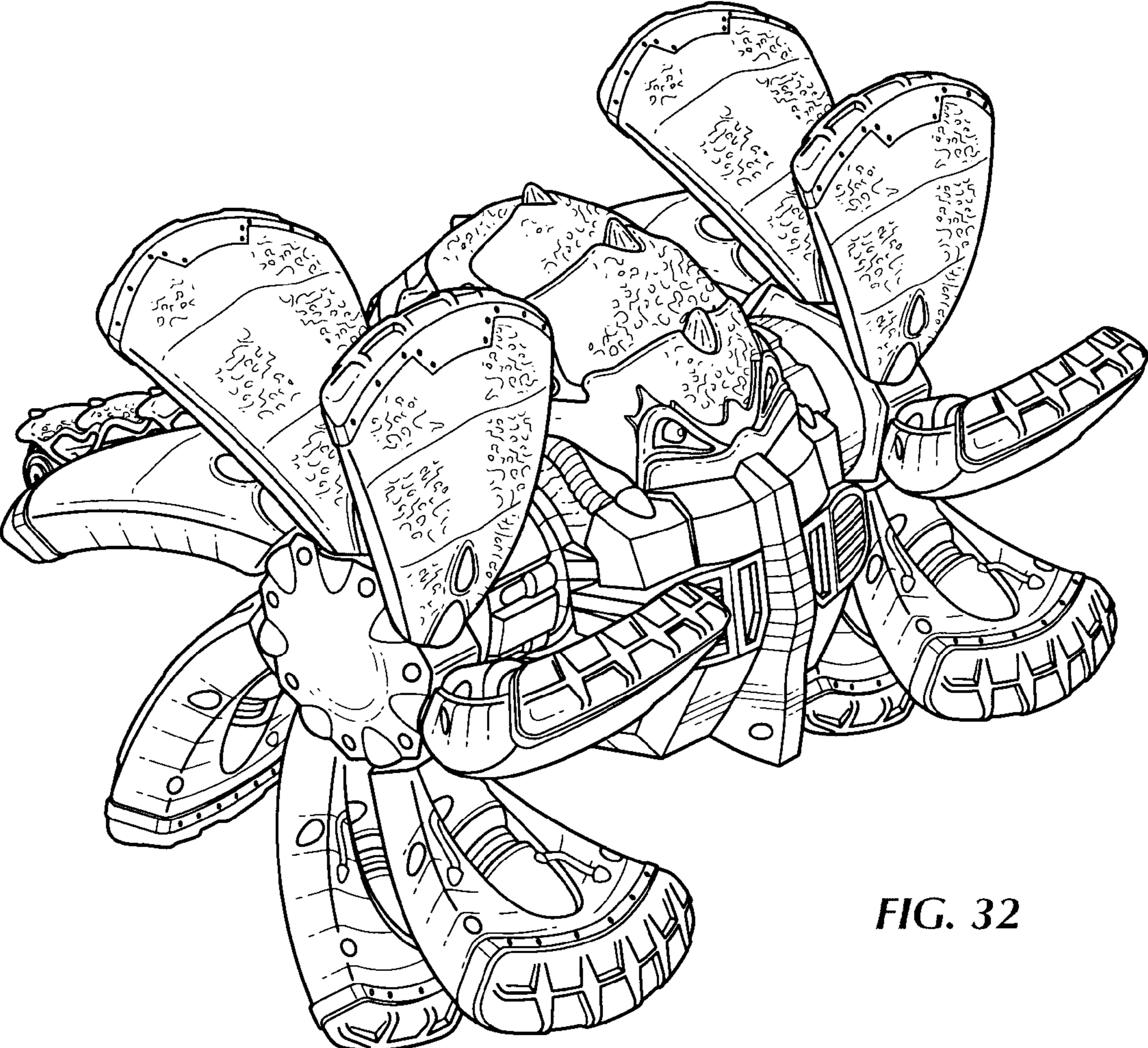


FIG. 32

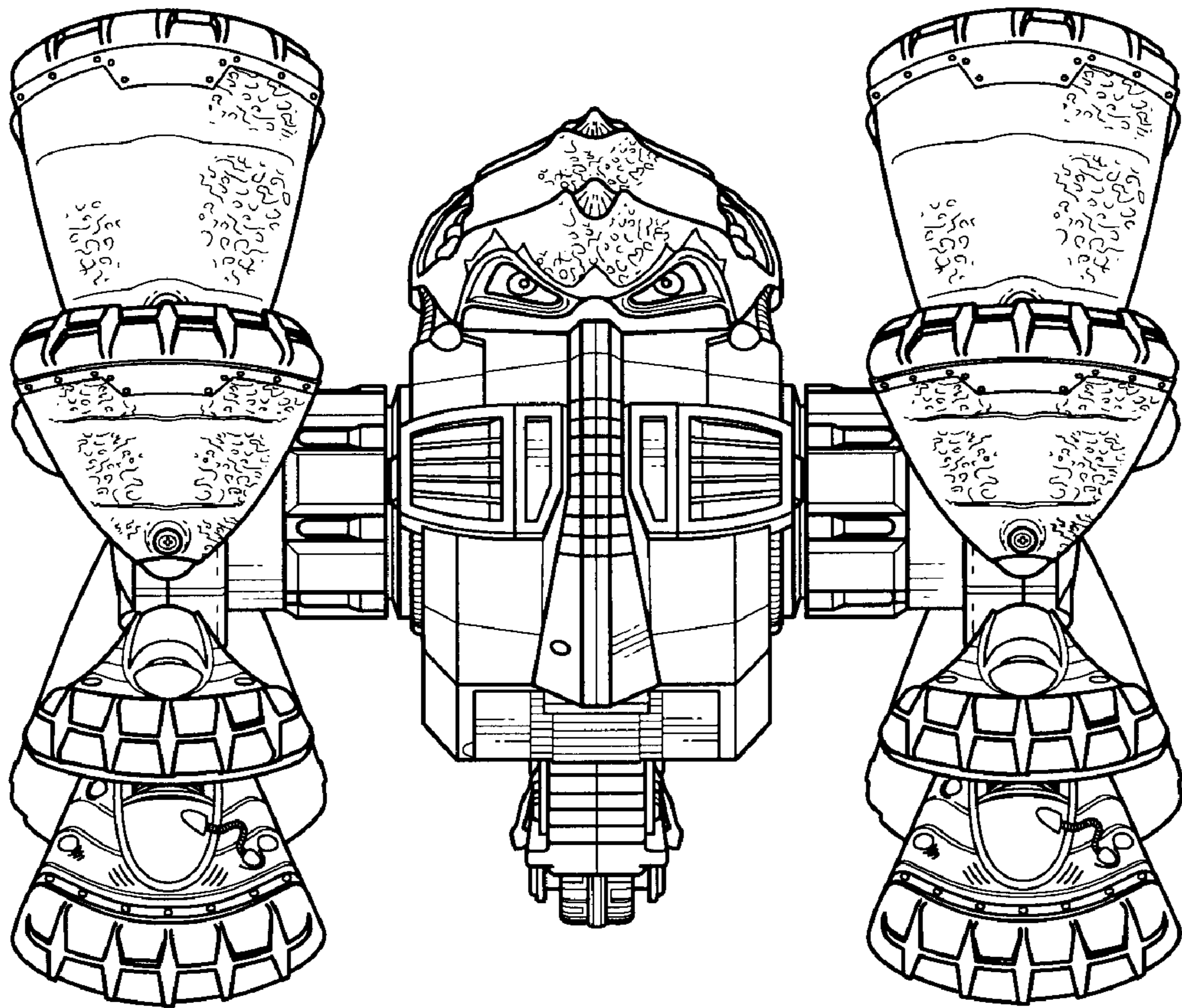


FIG. 33

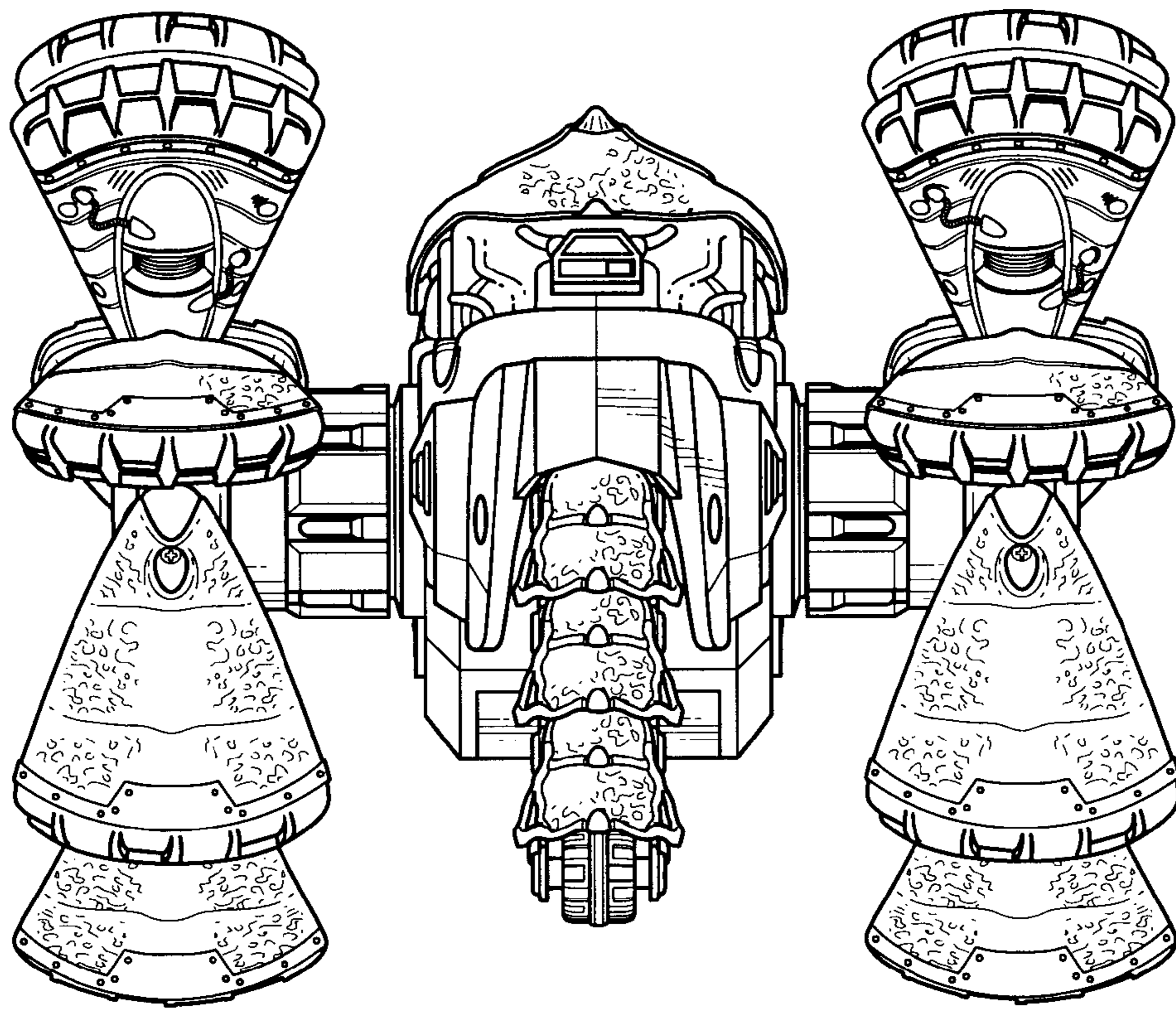


FIG. 34

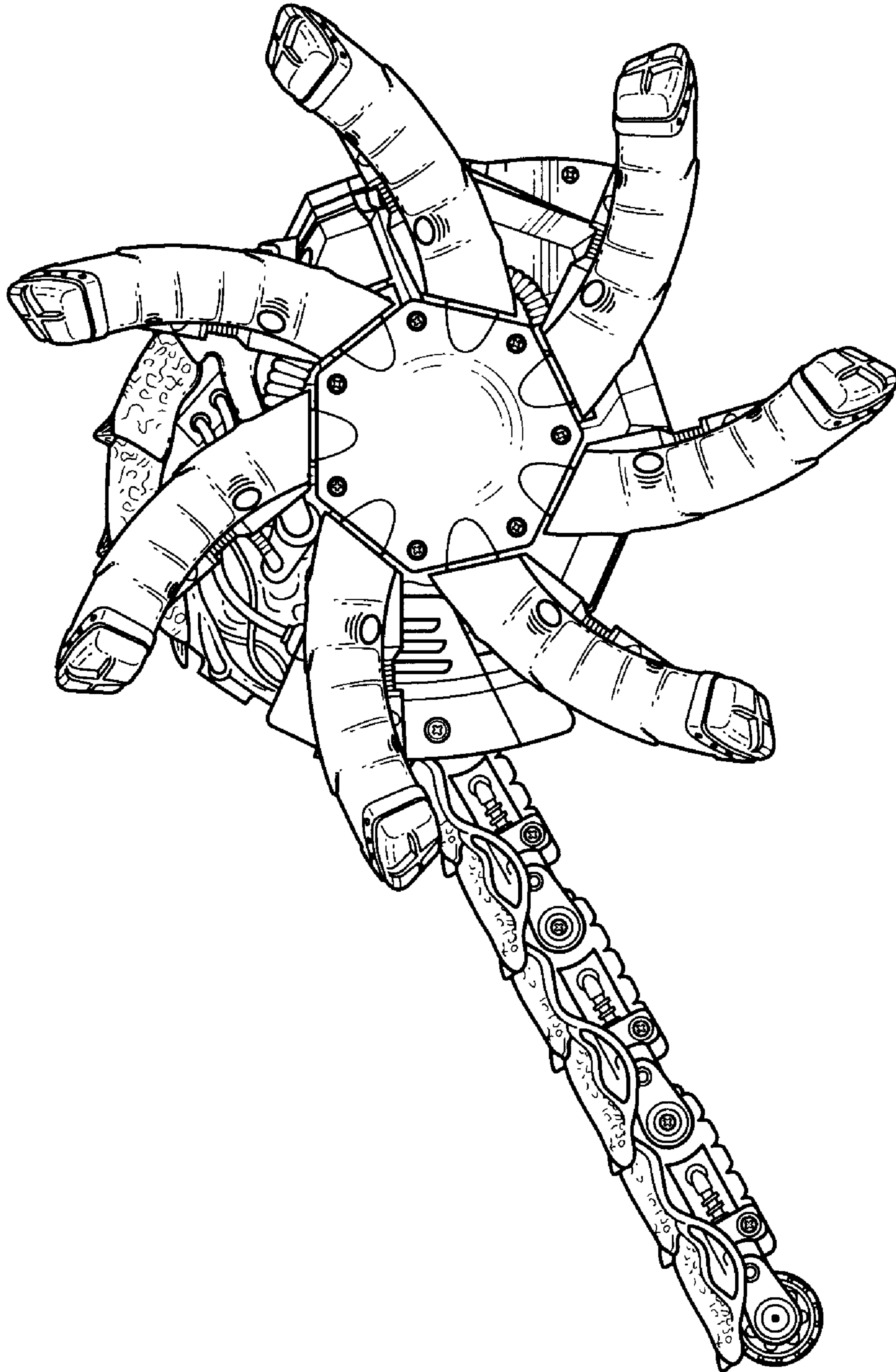


FIG. 35

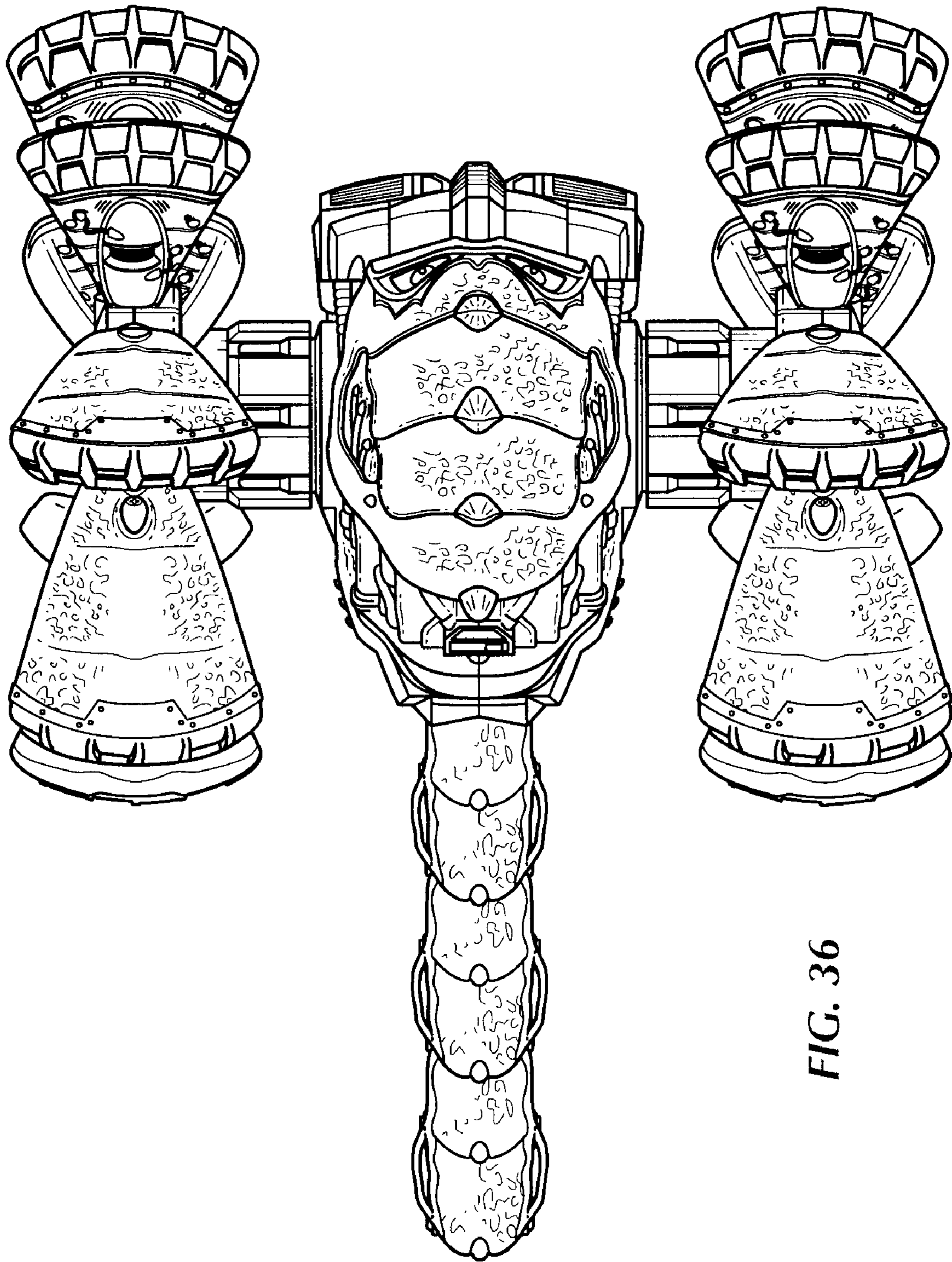


FIG. 36

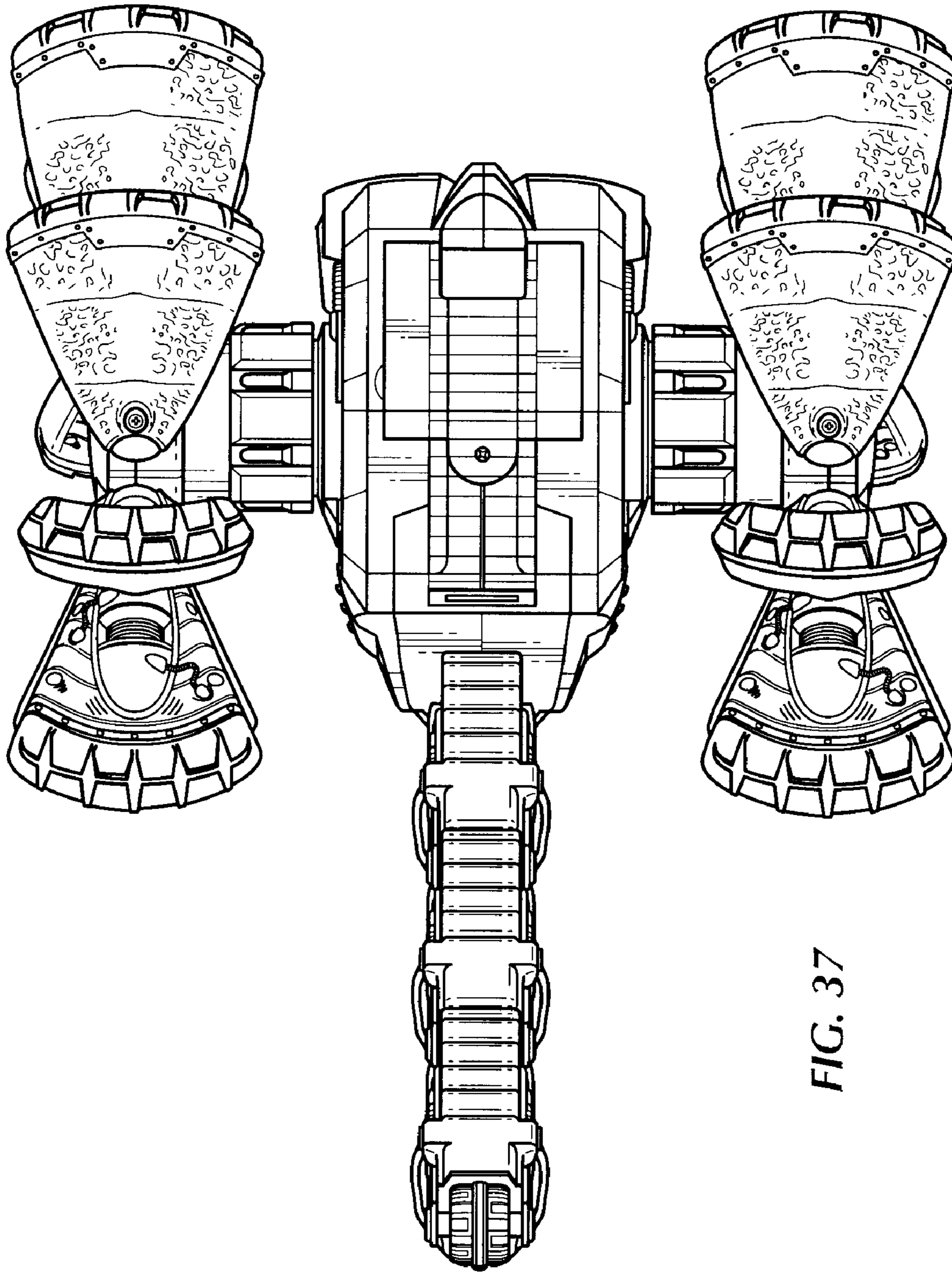


FIG. 37