



US00D667354S

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

(10) **Patent No.:** **US D667,354 S**  
(45) **Date of Patent:** **\*\* Sep. 18, 2012**

(54) **VEHICLE WINDSHIELD**

D601,196 S \* 9/2009 Zhang ..... D19/48  
D623,996 S \* 9/2010 Bucher et al. .... D12/182  
D642,092 S \* 7/2011 Wiens et al. .... D12/84

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**OTHER PUBLICATIONS**

(73) Assignee: **Ford Motor Company**, Dearborn, MI (US)

Ford Taurus, New York International Auto Show, Apr. 25, 2011.

(\*\*) Term: **14 Years**

\* cited by examiner

(21) Appl. No.: **29/393,600**

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*Assistant Examiner* — Katrina A Betton

(22) Filed: **Jun. 7, 2011**

(74) *Attorney, Agent, or Firm* — Damian Porcari

(51) **LOC (9) Cl.** ..... **12-08**

(57) **CLAIM**

(52) **U.S. Cl.** ..... **D12/182**

The ornamental design for a vehicle windshield, as shown and described.

(58) **Field of Classification Search** ..... D12/182-183,  
D12/317; 219/203; 296/84.1, 77.1, 96.12,  
296/96.19, 97.1, 95.1; 160/370.21, 370.22

**DESCRIPTION**

See application file for complete search history.

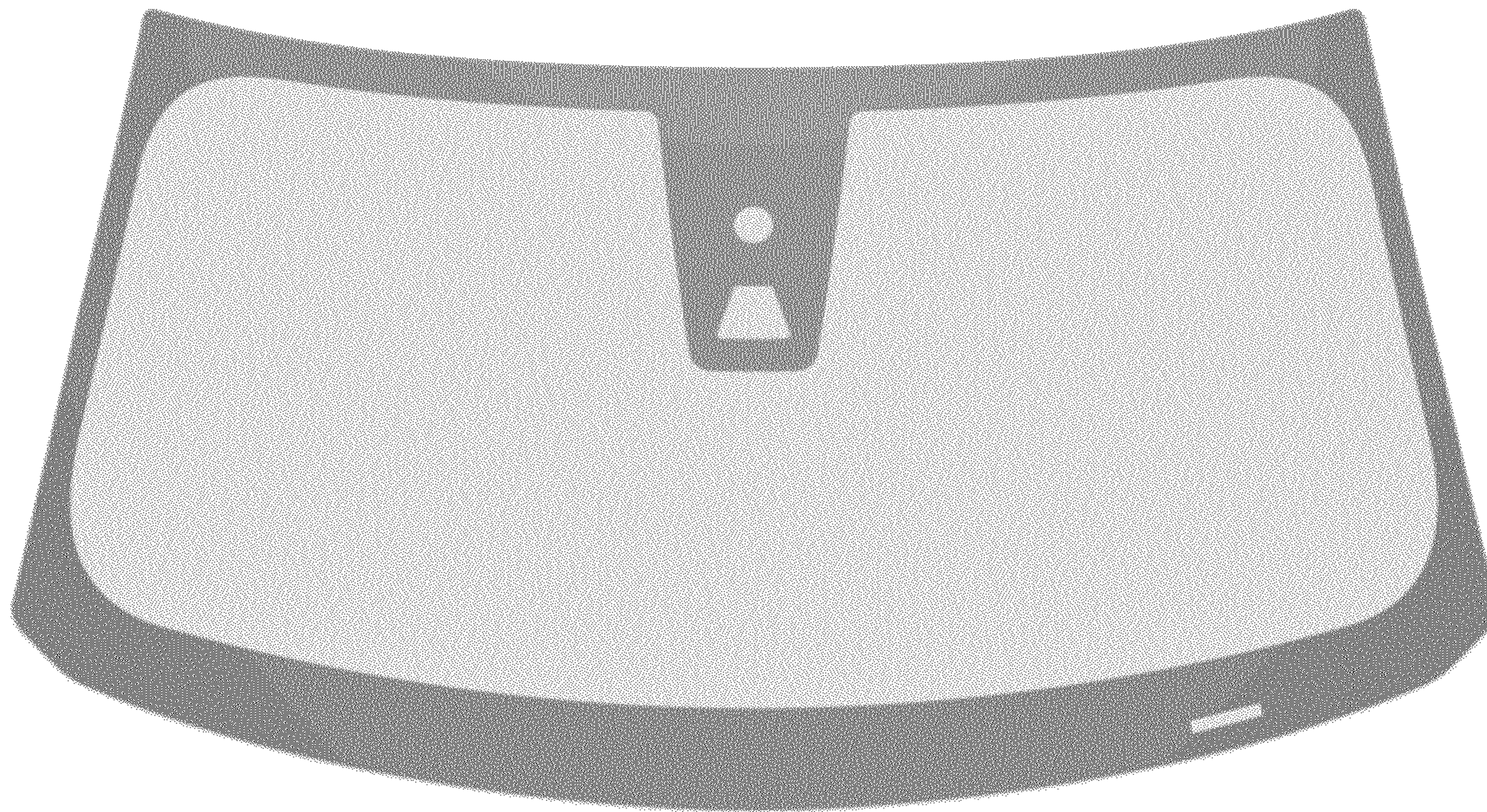
FIG. 1 is a top plan view of a vehicle windshield;  
FIG. 2 is a bottom plan view of the vehicle windshield;  
FIG. 3 is a front elevational view of the vehicle windshield;  
FIG. 4 is a rear elevational view of the vehicle windshield;  
FIG. 5 is a left side elevational view of the vehicle windshield;  
FIG. 6 is a right side elevational view of the vehicle windshield; and,  
FIG. 7 is a perspective view of the vehicle windshield.

(56) **References Cited**

**U.S. PATENT DOCUMENTS**

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D523,995 S \* 6/2006 Knittle ..... D30/109  
D523,997 S \* 6/2006 Weyand ..... D30/136  
D595,196 S \* 6/2009 Woolley et al. .... D12/182  
D595,197 S \* 6/2009 Woolley et al. .... D12/182  
D601,065 S \* 9/2009 Gueler et al. .... D12/182

**1 Claim, 7 Drawing Sheets**





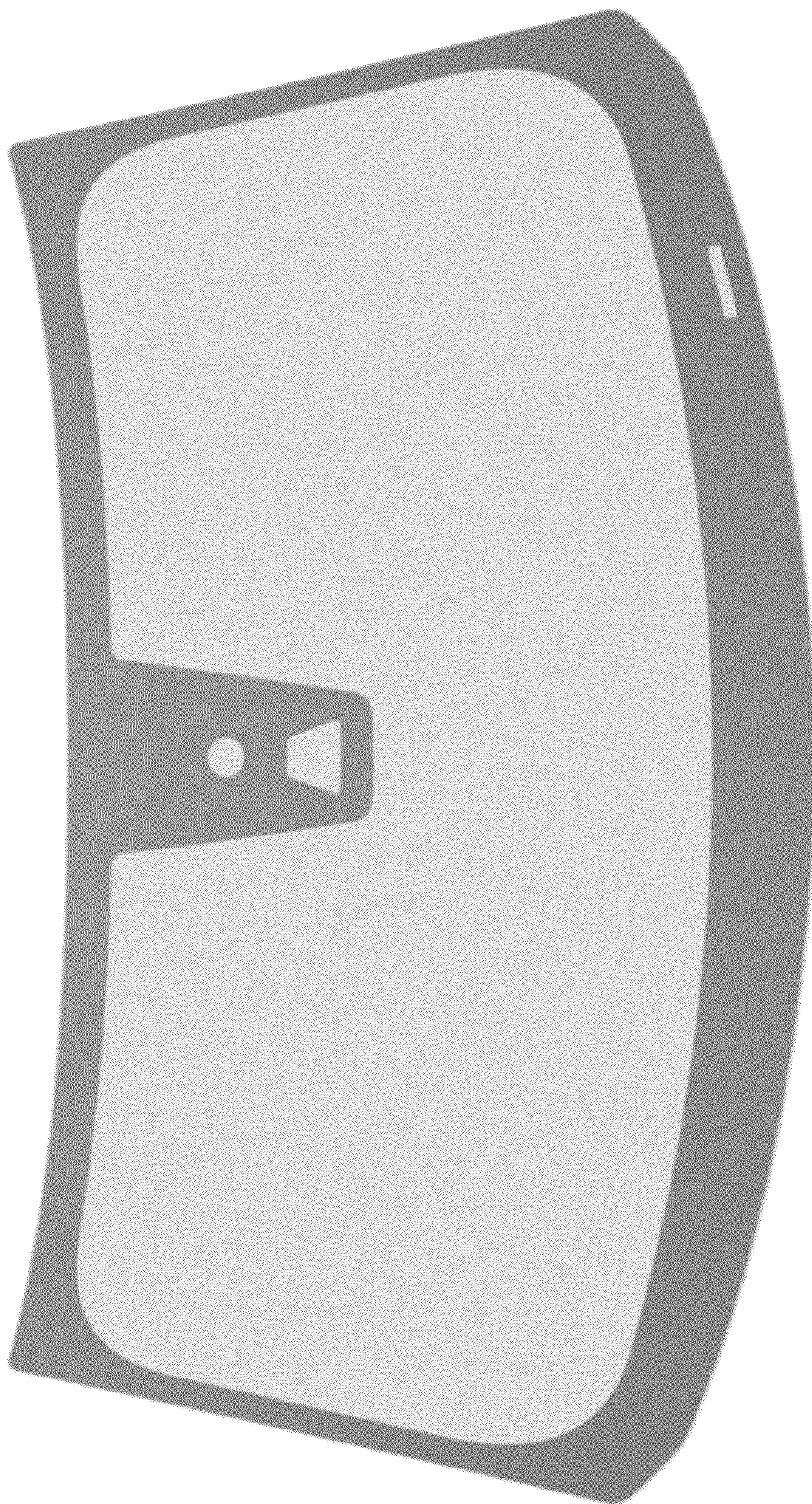


Figure 1



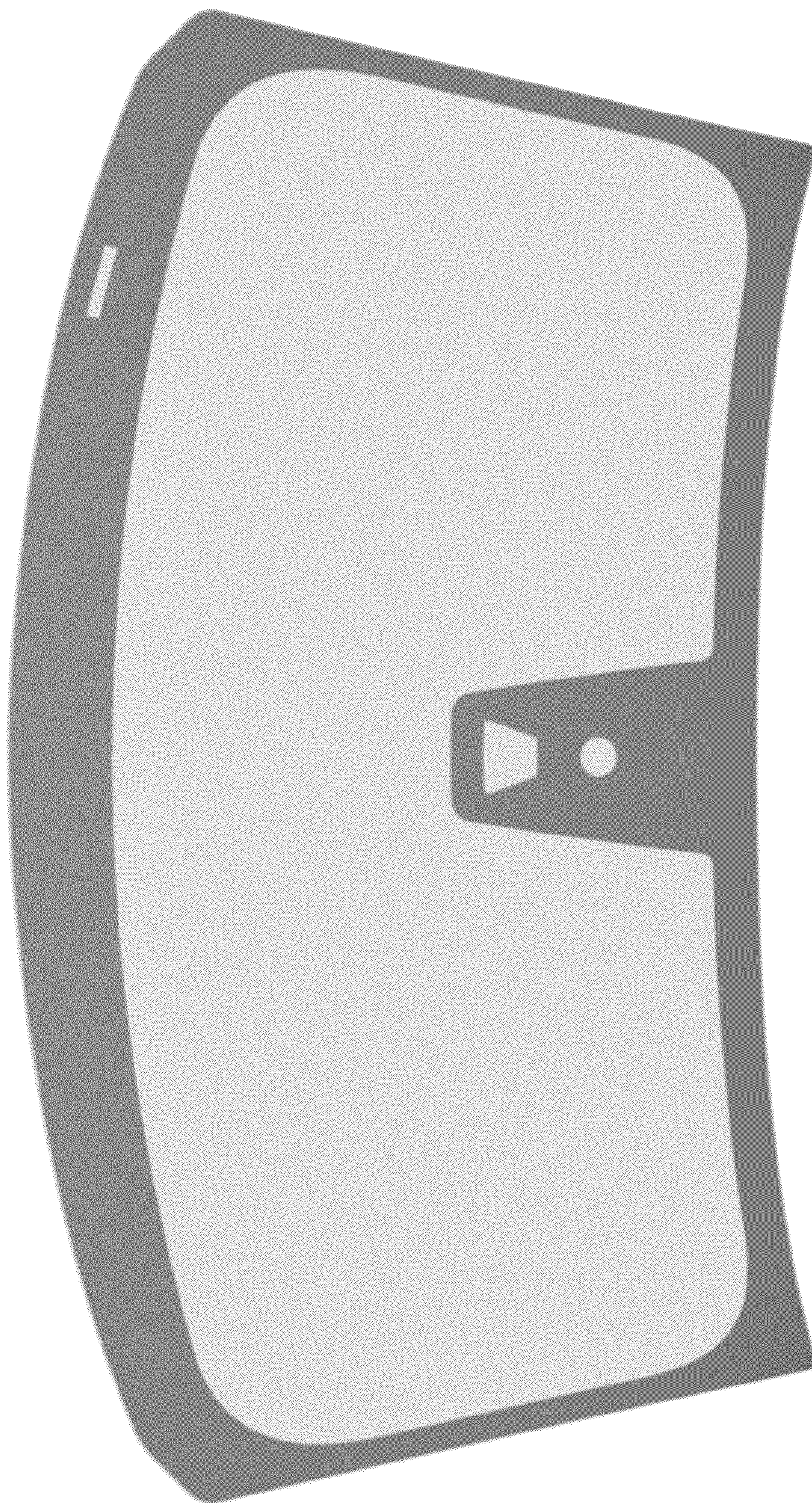


Figure 2



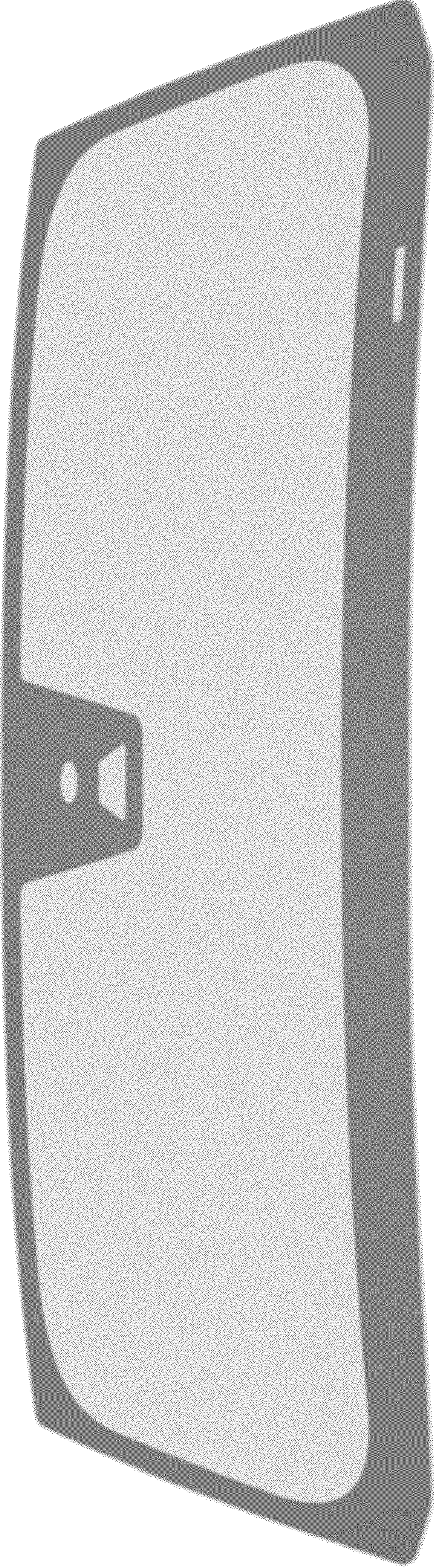


Figure 3



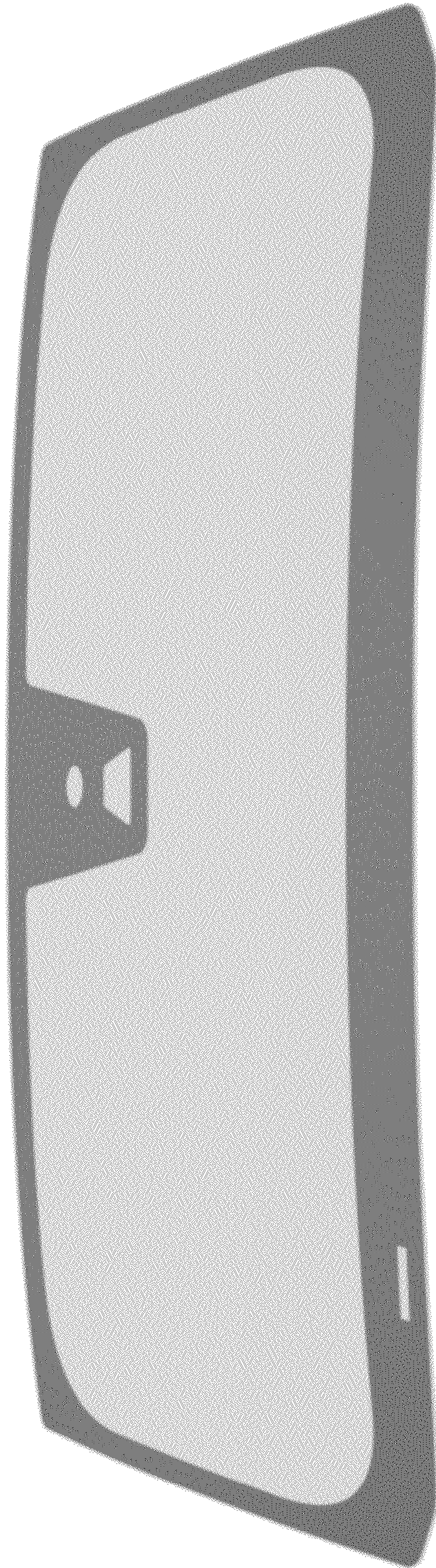
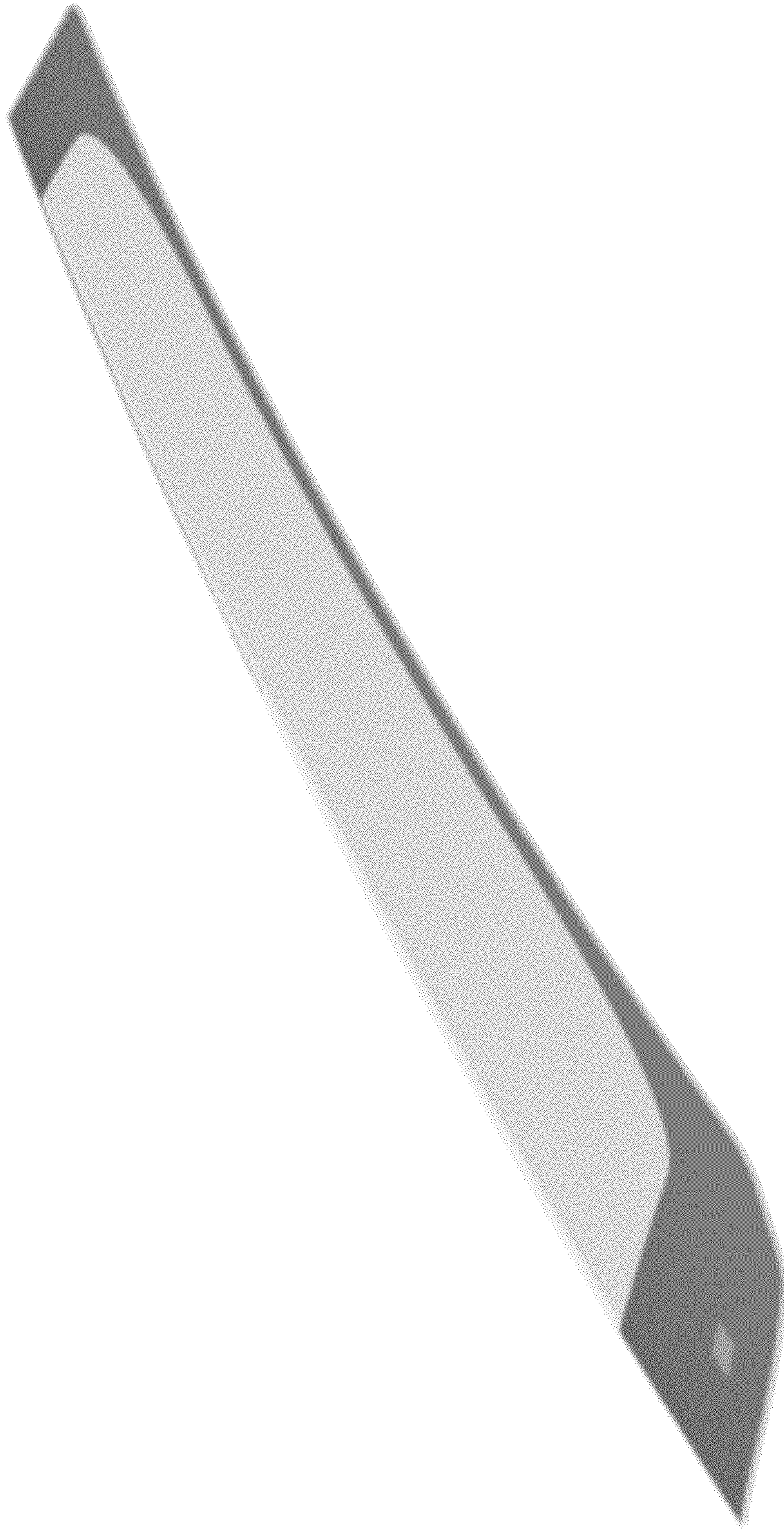


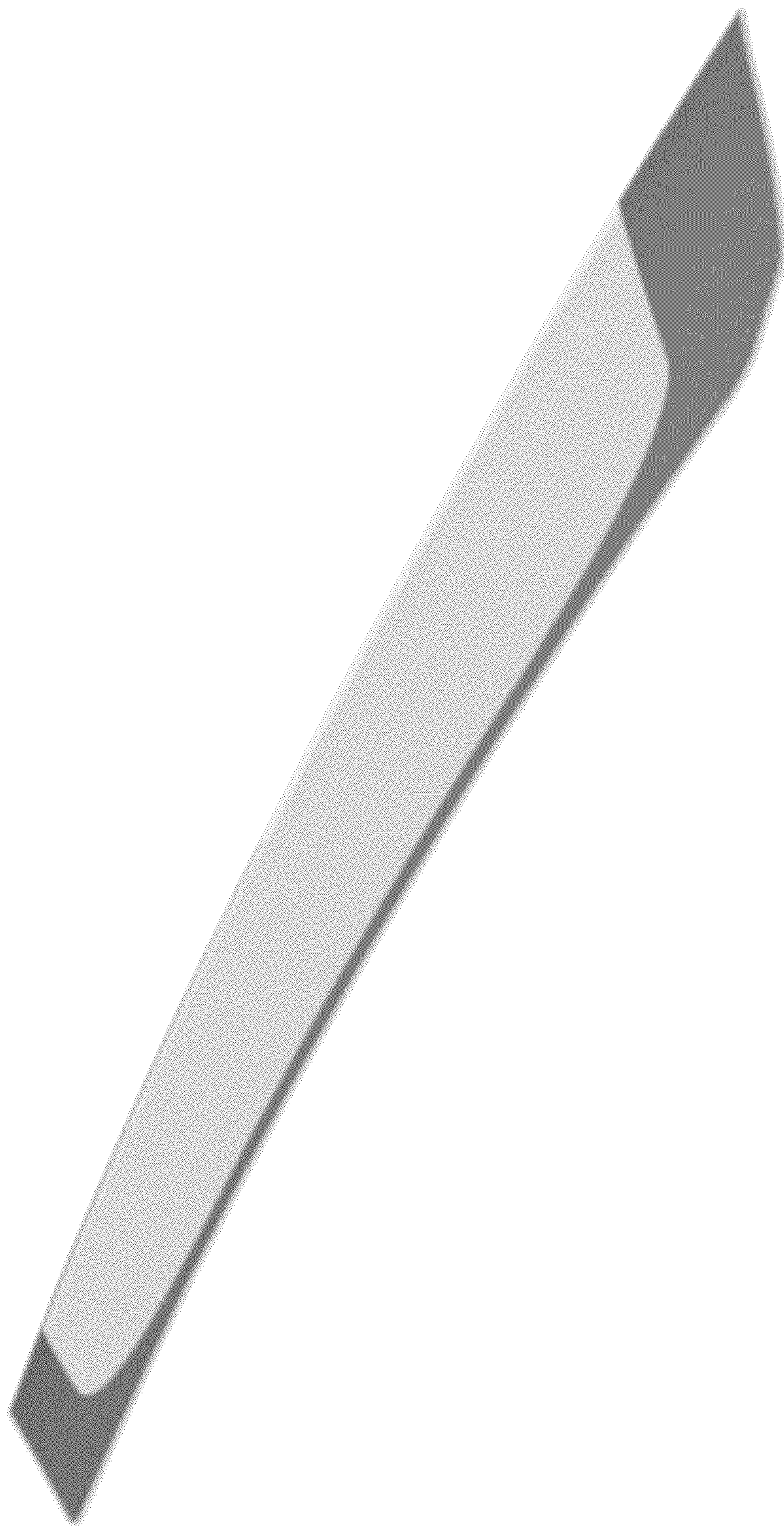
Figure 4





*Figure 5*





*Figure 6*



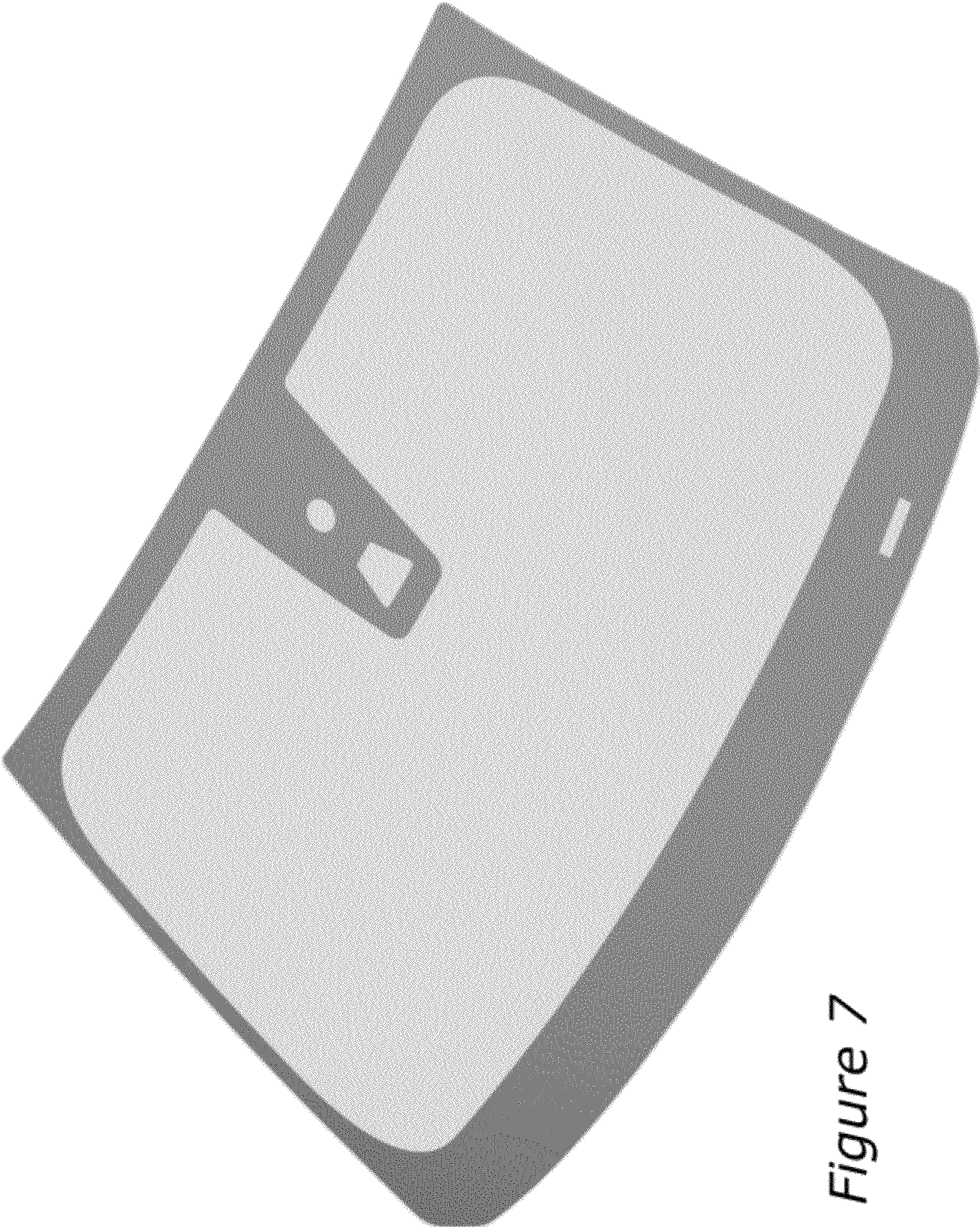


Figure 7