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

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(45) **Date of Patent:** **\*\* Mar. 5, 2013**

(54) **TAILLIGHT FOR A VEHICLE**

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(73) Assignee: **Daimler AG**, Stuttgart (DE)

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

(21) Appl. No.: **29/431,895**

(22) Filed: **Sep. 12, 2012**

**Related U.S. Application Data**

(62) Division of application No. 29/347,924, filed on Aug. 4, 2010, now Pat. No. Des. 670,837.

(30) **Foreign Application Priority Data**

Apr. 14, 2010 (DE) ..... 402010002139

(51) **LOC (9) Cl.** ..... **26-06**

(52) **U.S. Cl.** ..... **D26/28**

(58) **Field of Classification Search** ..... D26/28-36;  
362/459-468, 475-478, 485-487  
See application file for complete search history.

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(57) **CLAIM**

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

**DESCRIPTION**

This application contains subject matter related to the following co-pending U.S. design patent applications:

Application Ser. No. 29/347,486, filed Feb. 4, 2010 and issued Jul. 24, 2012 as U.S. Pat. No. D664,070; and Application Ser. No. 29/347,487, filed Feb. 4, 2010 and issued Jul. 31, 2012 as U.S. Pat. No. D664,482.

FIG. 1 is a left perspective view of a first embodiment of a taillight for a vehicle according to our design;

FIG. 2 is a front view thereof;

FIG. 3 is a left side view thereof; and

FIG. 4 is a top view thereof.

FIG. 5 is a right perspective view of a second embodiment of the taillight for a vehicle according to our new design, with the taillight for a vehicle for the opposite side of the vehicle being depicted in the first embodiment;

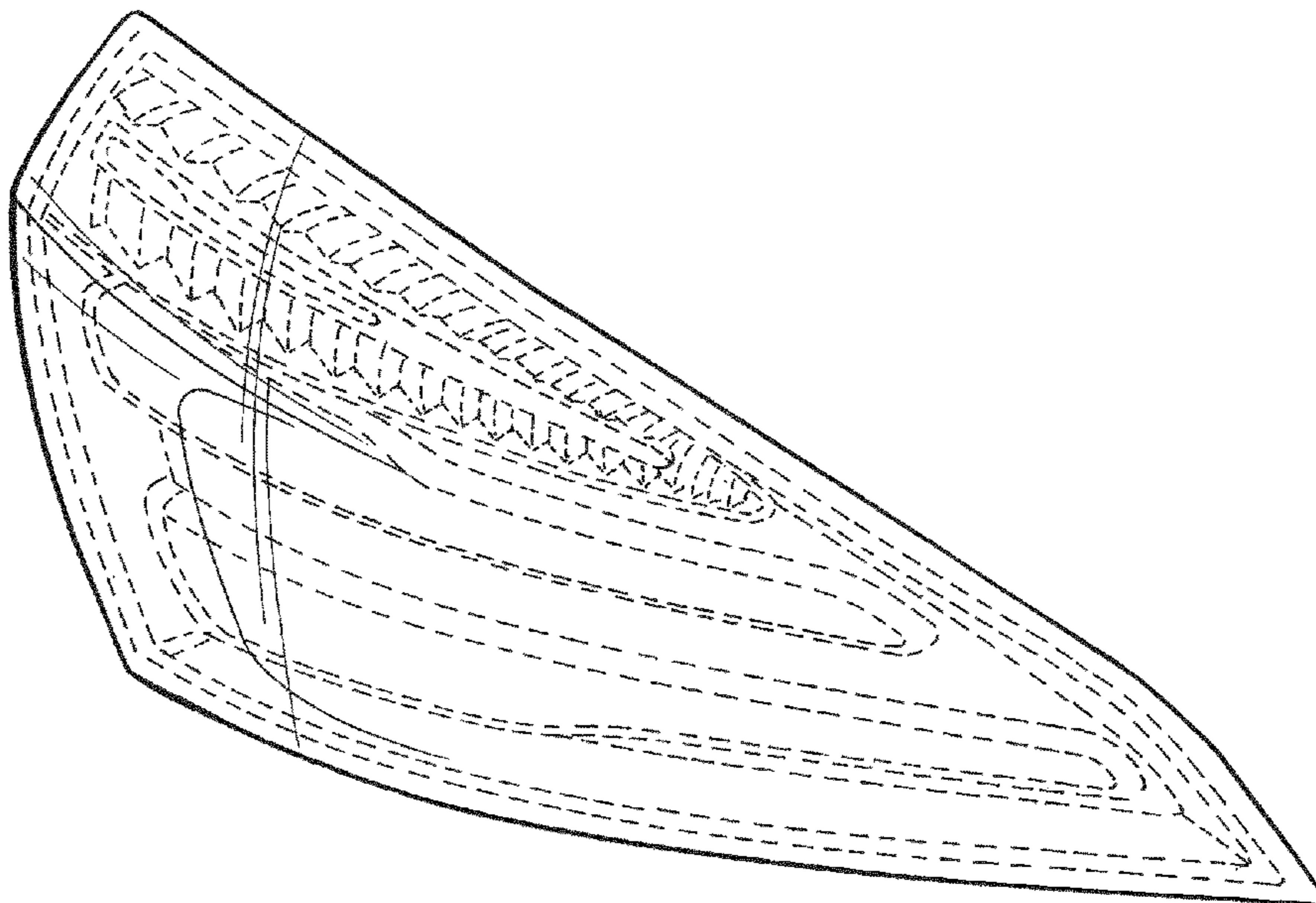
FIG. 6 is a front view thereof;

FIG. 7 is a right side view thereof; and,

FIG. 8 is a top view thereof.

The broken lines are for illustrative purposes only and form no part of the claimed design.

**1 Claim, 4 Drawing Sheets**



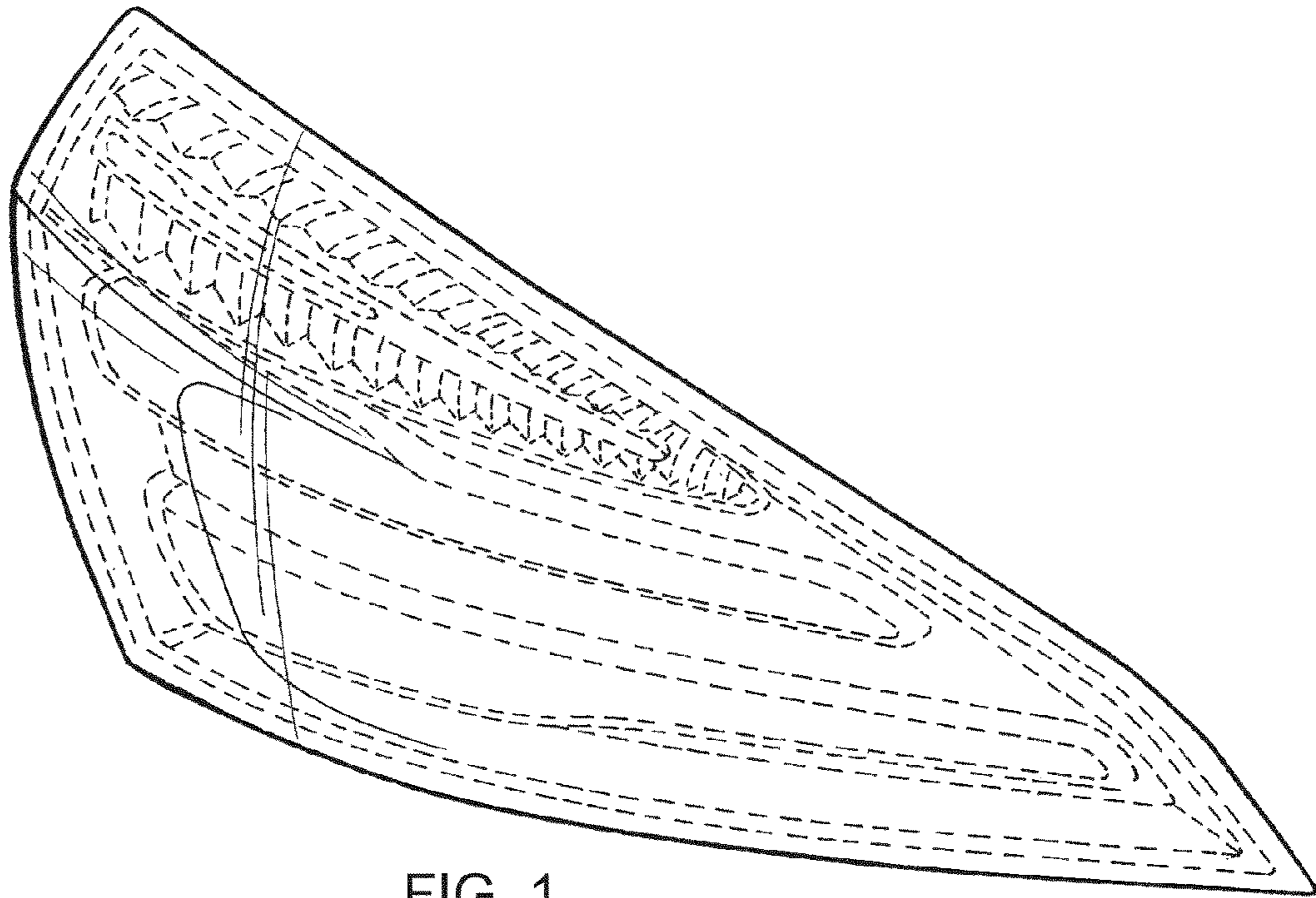


FIG. 1

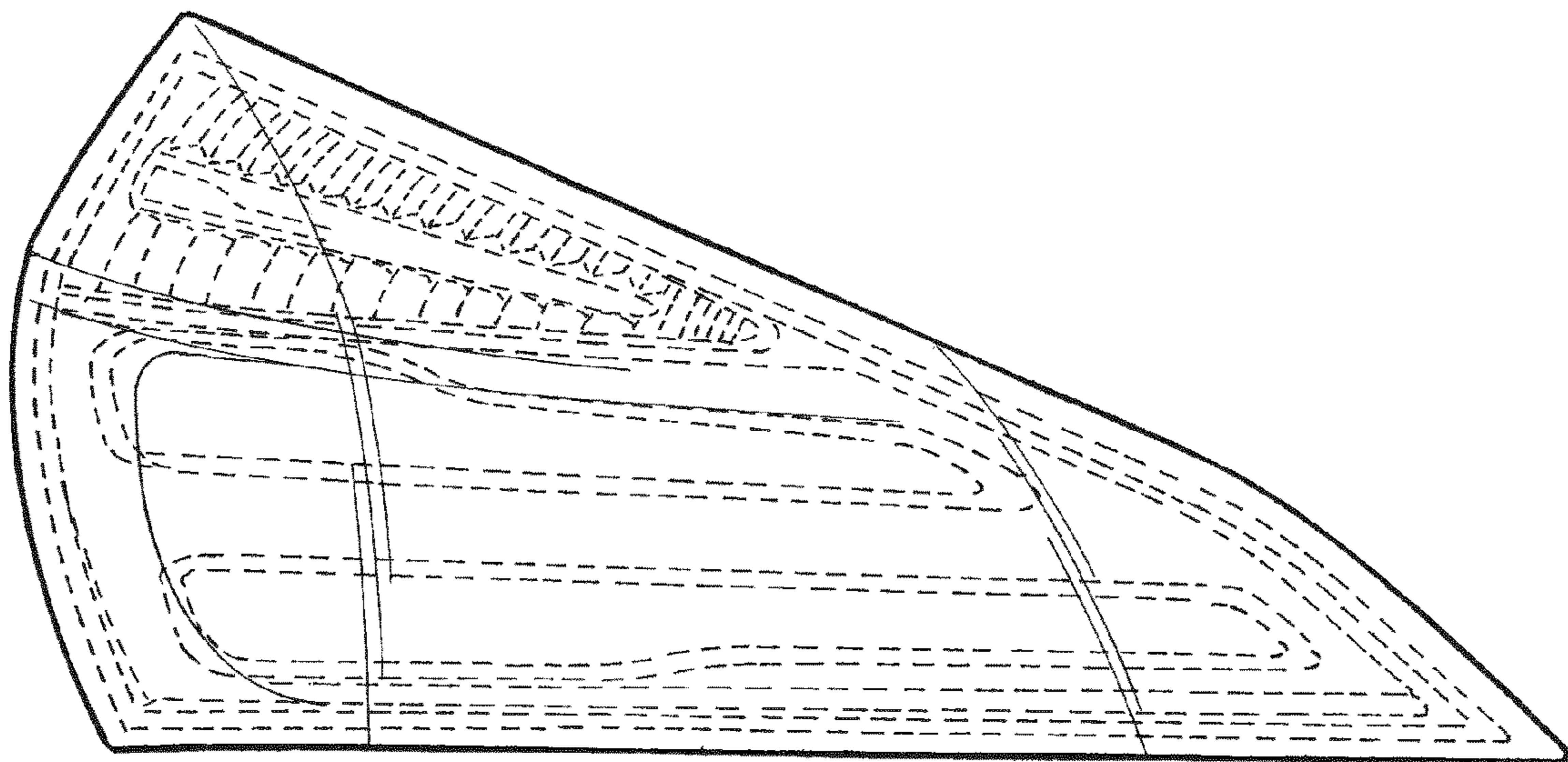


FIG. 2



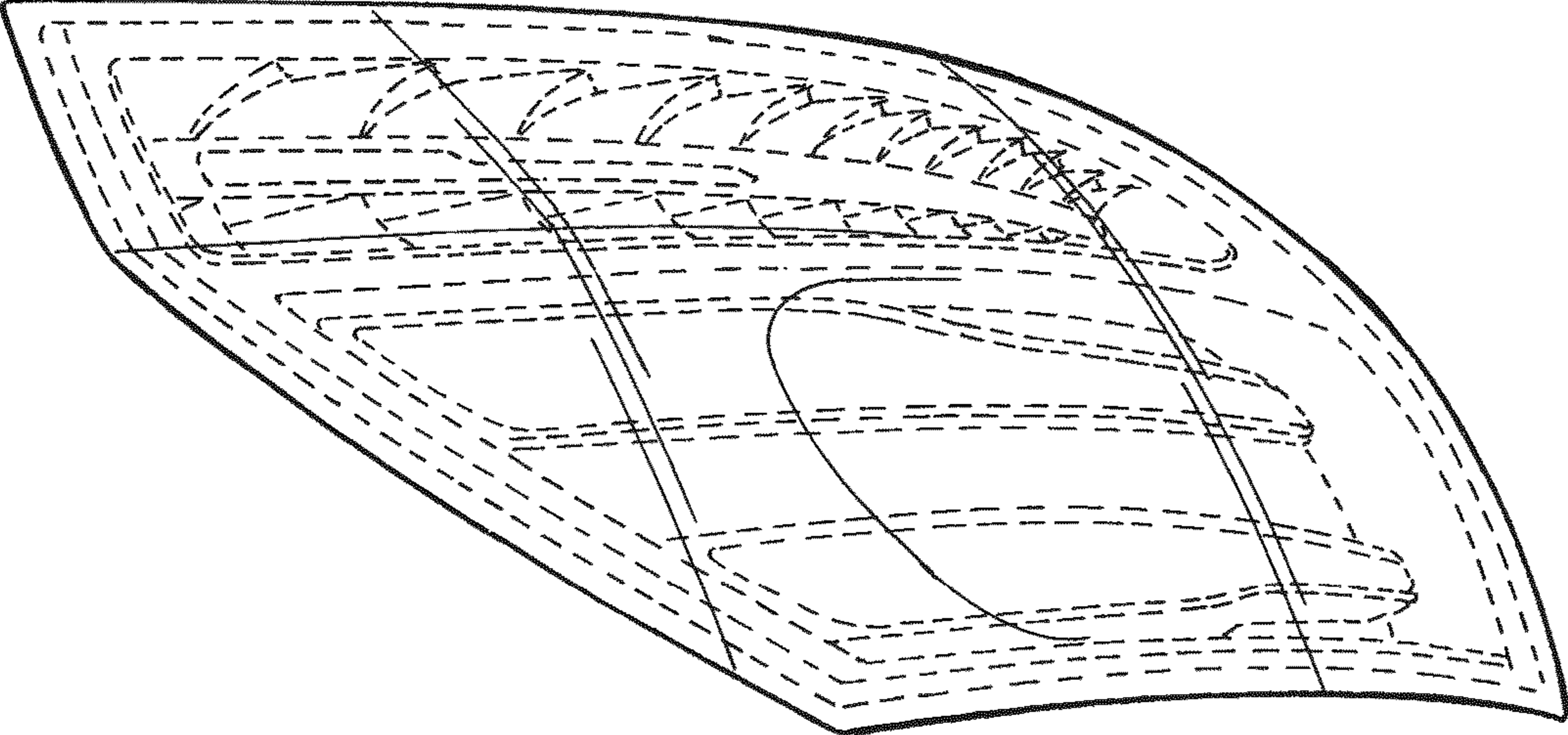


FIG. 3

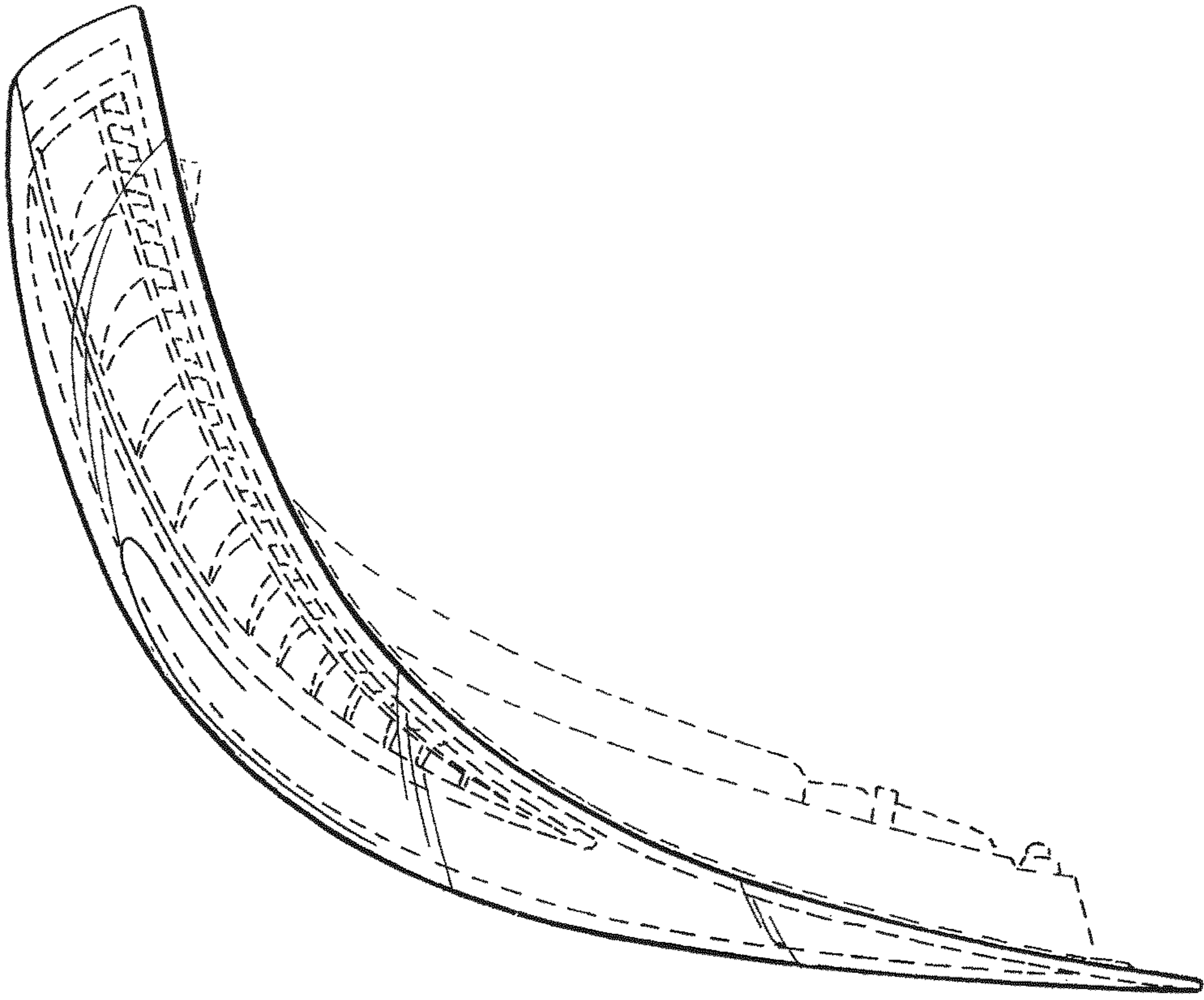


FIG. 4

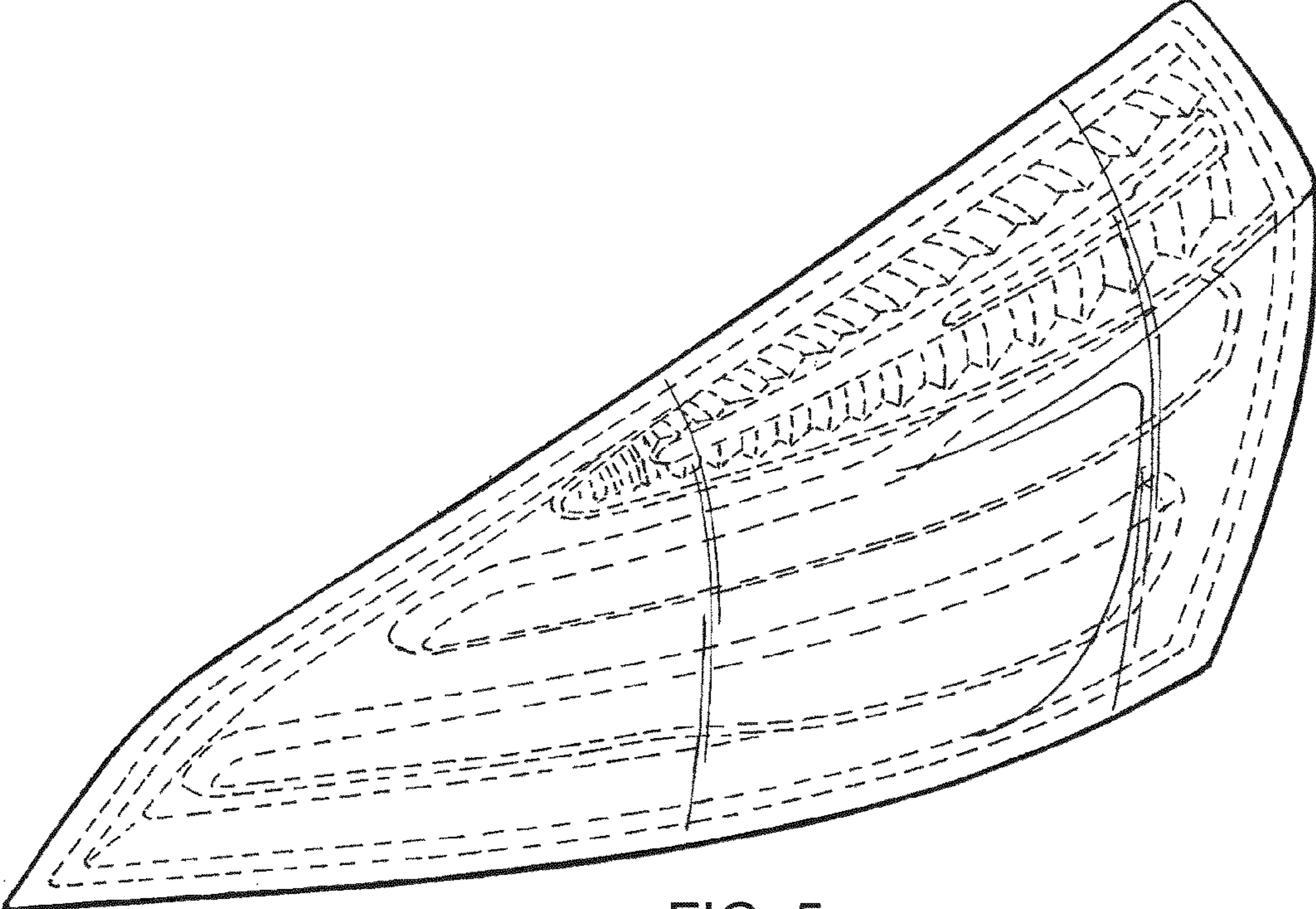


FIG. 5

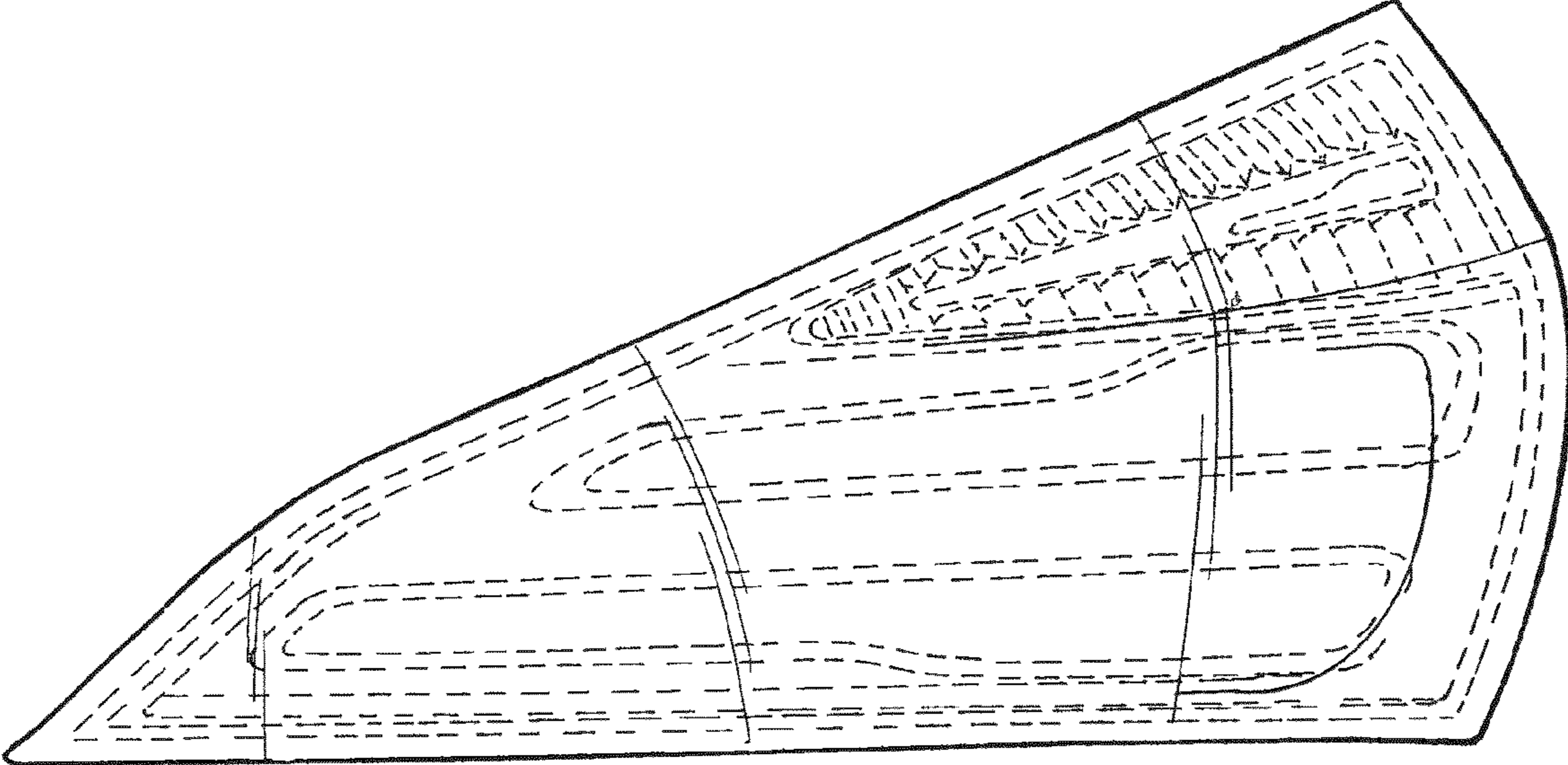


FIG. 6



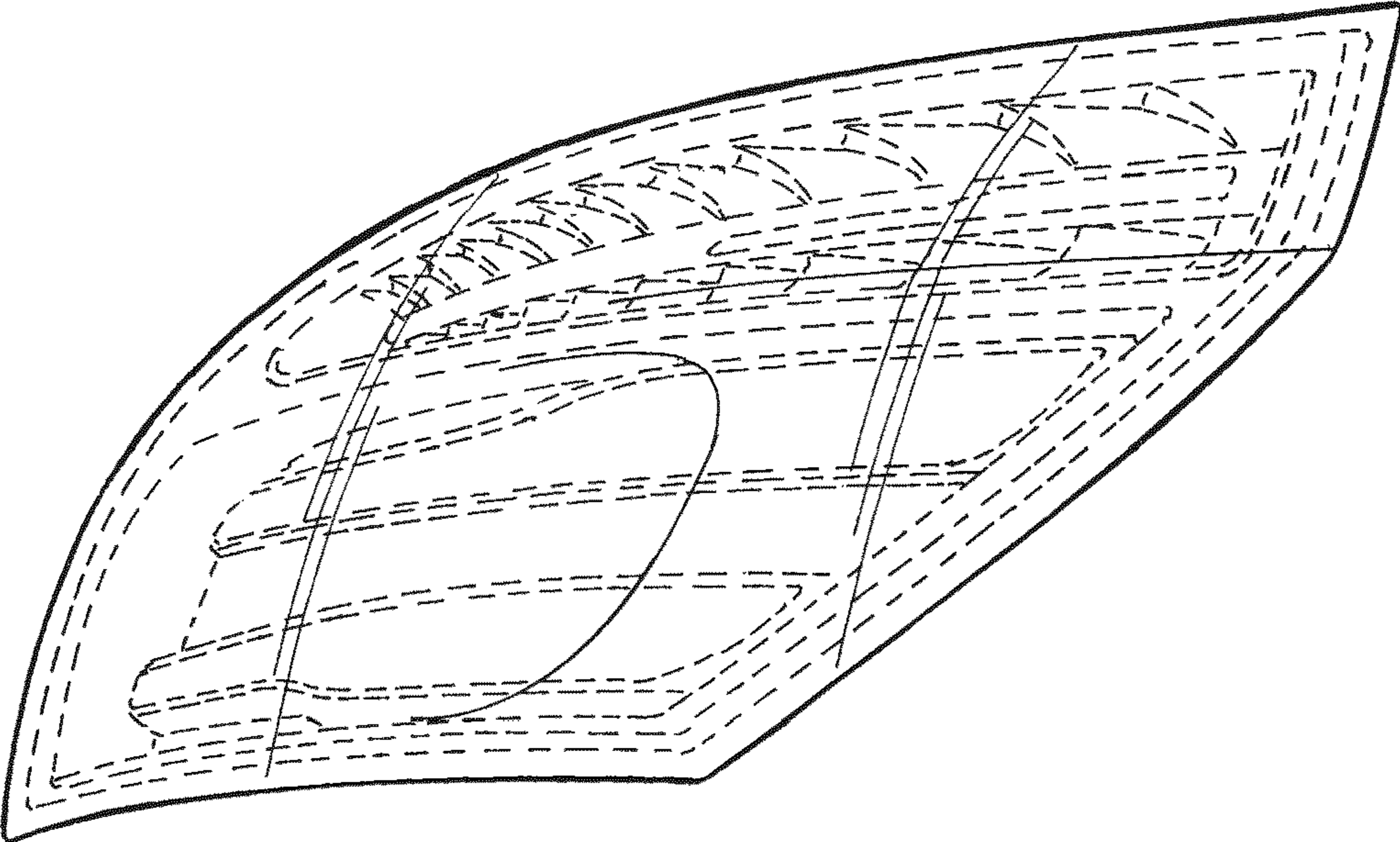


FIG. 7

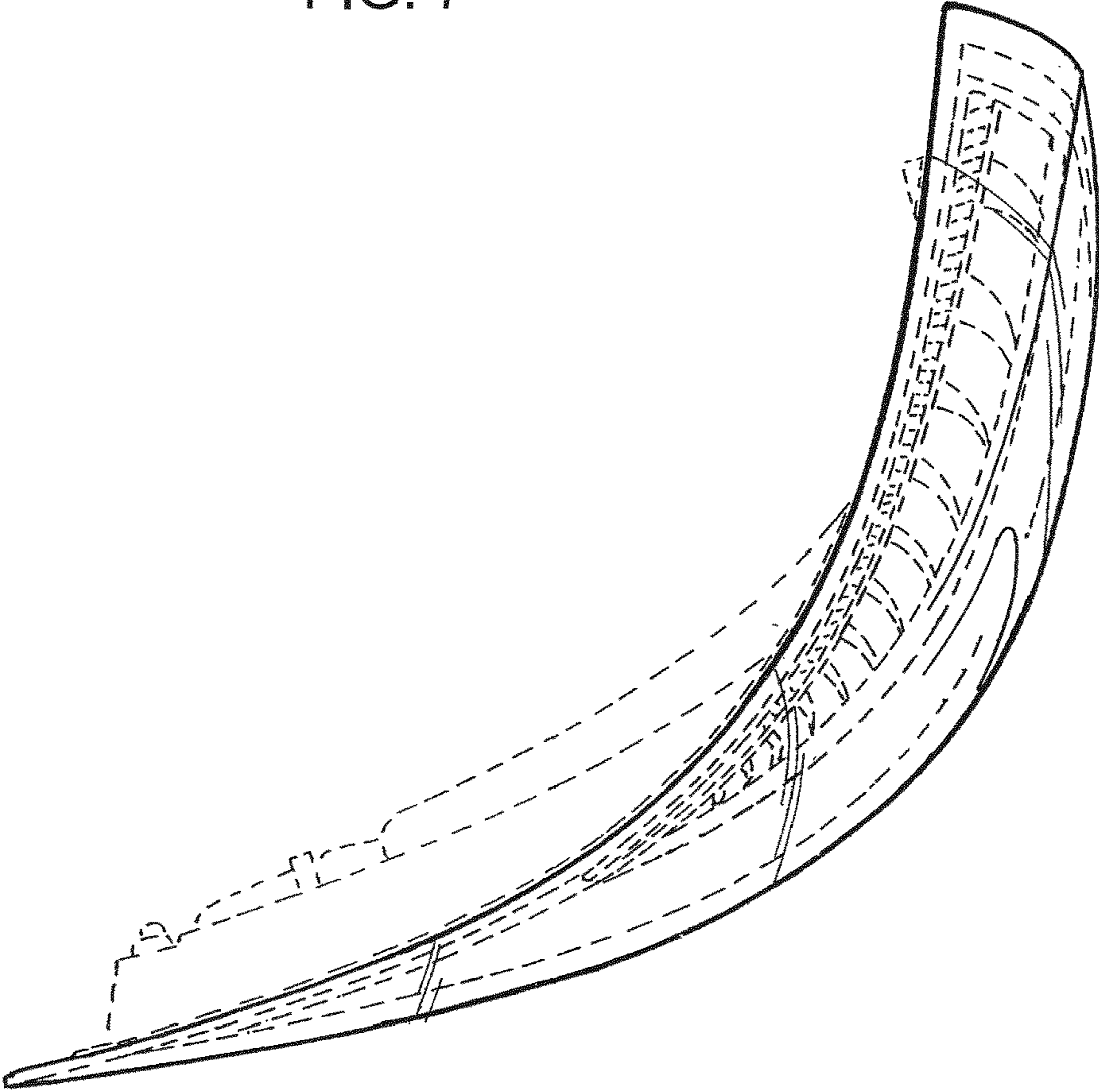


FIG. 8