



US00D682950S

(12) **United States Design Patent**
Johansson

(10) **Patent No.:** **US D682,950 S**

(45) **Date of Patent:** **** May 21, 2013**

(54) **TOY VEHICLE BUILDING SET**

(75) Inventor: **Henrik Johansson**, Stockholm (SE)

(73) Assignee: **Inter Ikea Systems B.V.**, Delft (NL)

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

(21) Appl. No.: **29/383,333**

(22) Filed: **Jan. 14, 2011**

(30) **Foreign Application Priority Data**

Oct. 7, 2010 (EM) 001238380

(51) **LOC (9) Cl.** **21-01**

(52) **U.S. Cl.**
USPC **D21/495; D21/533**

(58) **Field of Classification Search** D21/484-485,
D21/488, 490-495, 498, 500-505, 533, 537,
D21/548, 552, 554, 556, 561; D25/113,
D25/114, 118; 446/69, 89, 92, 93, 94, 95,
446/102-128; 434/259, 208, 403; 273/153,
273/156, 160

See application file for complete search history.

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Primary Examiner — Cynthia M Chin

(74) *Attorney, Agent, or Firm* — Novak Druce Connolly Bove + Quigg LLP

(57) **CLAIM**

I claim the ornamental design for a toy vehicle building set, as shown and described.

DESCRIPTION

FIG. 1 is a perspective view of a possible arrangement of the design;
 FIG. 2 is a perspective view of a second possible arrangement of the design;
 FIG. 3 is a perspective view of a third possible arrangement of the design;
 FIG. 4 is a perspective view of a fourth possible arrangement of the design;
 FIG. 5 is a perspective view of a windshield piece of the design;
 FIG. 6 is a front elevational view of the windshield piece of the design;
 FIG. 7 is a right side elevational view of the windshield piece of the design; (the left side being a mirror image of the right);
 FIG. 8 is a rear elevational view of the windshield piece of the design;
 FIG. 9 is a top plan view of the windshield piece of the design;
 FIG. 10 is bottom plan view of the windshield piece of the design;
 FIG. 11 is a perspective view of a cabin piece of the design;
 FIG. 12 is a front elevational view of the cabin piece of the design;
 FIG. 13 is a right side elevational view of the cabin piece of the design; (the left side being a mirror image of the right);
 FIG. 14 is a rear elevational view of the cabin piece of the design;
 FIG. 15 is a top plan view of the cabin piece of the design;
 FIG. 16 is bottom plan view of the cabin piece of the design;
 FIG. 17 is a perspective view of an engine piece of the design;

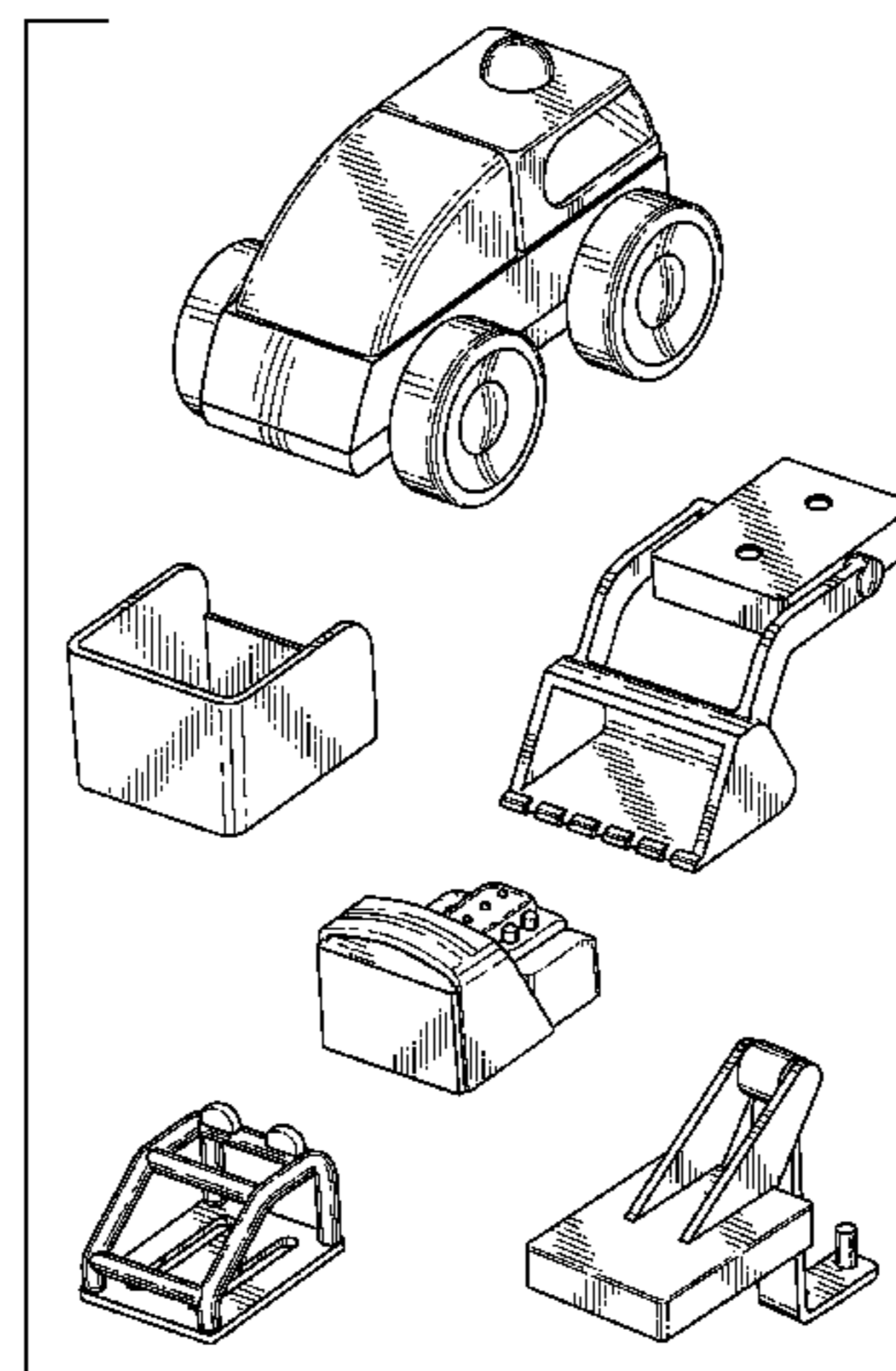
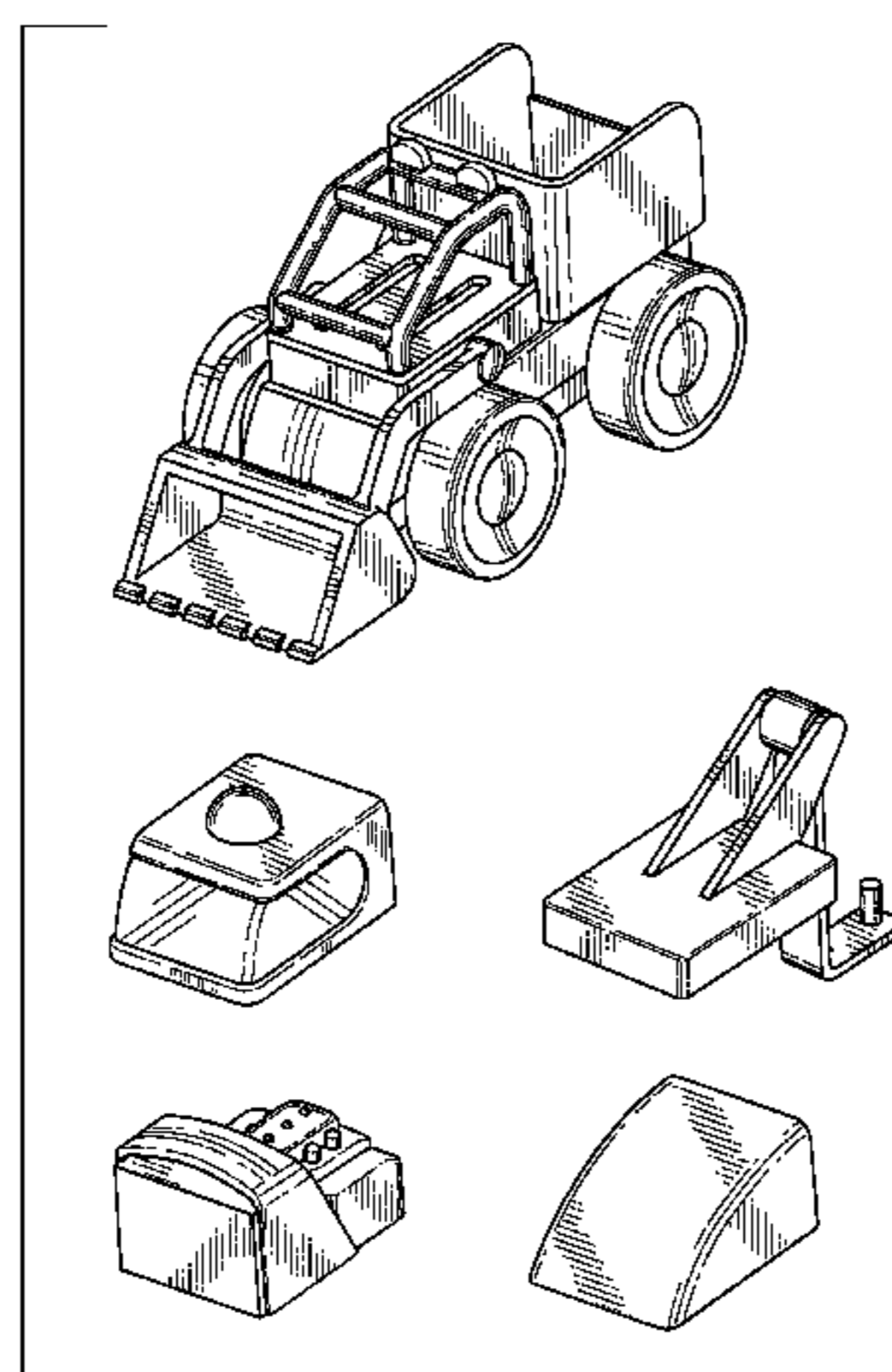


FIG. 18 is a rear elevational view of the engine piece of the design;

FIG. 19 is a left side elevational view of the engine piece of the design; (the right side being a mirror image of the left);

FIG. 20 is a front elevational view of the engine piece of the design;

FIG. 21 is a top plan view of the engine piece of the design;

FIG. 22 is bottom plan view of the engine piece of the design;

FIG. 23 is a perspective view of a bucket piece of the design;

FIG. 24 is a front elevational view of the bucket piece of the design;

FIG. 25 is a left side elevational view of the bucket piece of the design; (the right side being a mirror image of the left);

FIG. 26 is a rear elevational view of the bucket piece of the design

FIG. 27 is a top plan view of the bucket piece of the design;

FIG. 28 is bottom plan view of the bucket piece of the design;

FIG. 29 is a perspective view of a cab piece of the design;

FIG. 30 is a front elevational view of the cab piece of the design;

FIG. 31 is a right side elevational view of the cab piece of the design; (the left side being a mirror image of the right);

FIG. 32 is a rear elevational view of the cab piece of the design

FIG. 33 is a top plan view of the cab piece of the design;

FIG. 34 is bottom plan view of the cab piece of the design;

FIG. 35 is a perspective view of a dump body piece of the design;

FIG. 36 is a front elevational view of the dump body piece of the design;

FIG. 37 is a left side elevational view of the dump body piece of the design; (the right side being a mirror image of the left);

FIG. 38 is a rear elevational view of the dump body piece of the design;

FIG. 39 is a top plan view of the dump body piece of the design;

FIG. 40 is bottom plan view of the dump body piece of the design;

FIG. 41 is a perspective view of a tow piece of the design;

FIG. 42 is a front elevational view of the tow piece of the design;

FIG. 43 is a left side elevational view of the tow piece of the design; (the right side being a mirror image of the left);

FIG. 44 is a rear elevational view of the tow piece of the design;

FIG. 45 is a top plan view of the tow piece of the design;

FIG. 46 is bottom plan view of the tow piece of the design;

FIG. 47 is a perspective view of a carriage piece of the design;

FIG. 48 is a front elevational view of the carriage piece of the design;

FIG. 49 is a left side elevational view of the carriage piece of the design;

FIG. 50 is a rear elevational view of the carriage piece of the design;

FIG. 51 is top plan view of the carriage piece of the design;

FIG. 52 is bottom plan view of the carriage piece of the design;

FIG. 53 is a left side elevational view of the connected pieces of the design shown in FIG. 1;

FIG. 54 is a right side elevational view of the connected pieces of the design shown in FIG. 1;

FIG. 55 is a front elevational view of the connected pieces of the design shown in FIG. 1;

FIG. 56 is a rear elevational view of the connected pieces of the design shown in FIG. 1;

FIG. 57 is a top plan view of the connected pieces of the design shown in FIG. 1;

FIG. 58 is a bottom plan view of the connected pieces of the design shown in FIG. 1;

FIG. 59 is a left side elevational view of the connected pieces of the design shown in FIG. 2;

FIG. 60 is a right side elevational view of the connected pieces of the design shown in FIG. 2;

FIG. 61 is a front elevational view of the connected pieces of the design shown in FIG. 2;

FIG. 62 is a rear elevational view of the connected pieces of the design shown in FIG. 2;

FIG. 63 is a top plan view of the connected pieces of the design shown in FIG. 2;

FIG. 64 is a bottom plan view of the connected pieces of the design shown in FIG. 2;

FIG. 65 is a left side elevational view of the connected pieces of the design shown in FIG. 3;

FIG. 66 is a right side elevational view of the connected pieces of the design shown in FIG. 3;

FIG. 67 is a front elevational view of the connected pieces of the design shown in FIG. 3;

FIG. 68 is a rear elevational view of the connected pieces of the design shown in FIG. 3;

FIG. 69 is a top plan view of the connected pieces of the design shown in FIG. 3;

FIG. 70 is a bottom plan view of the connected pieces of the design shown in FIG. 3;

FIG. 71 is a left side elevational view of the connected pieces of the design shown in FIG. 4;

FIG. 72 is a right side elevational view of the connected pieces of the design shown in FIG. 4;

FIG. 73 is a front elevational view of the connected pieces of the design shown in FIG. 4;

FIG. 74 is a rear elevational view of the connected pieces of the design shown in FIG. 4;

FIG. 75 is a top plan view of the connected pieces of the design shown in FIG. 4; and,

FIG. 76 is a bottom plan view of the connected pieces of the design shown in FIG. 4.

The broken lines represent portions of the article that form no part of the claim.

1 Claim, 20 Drawing Sheets

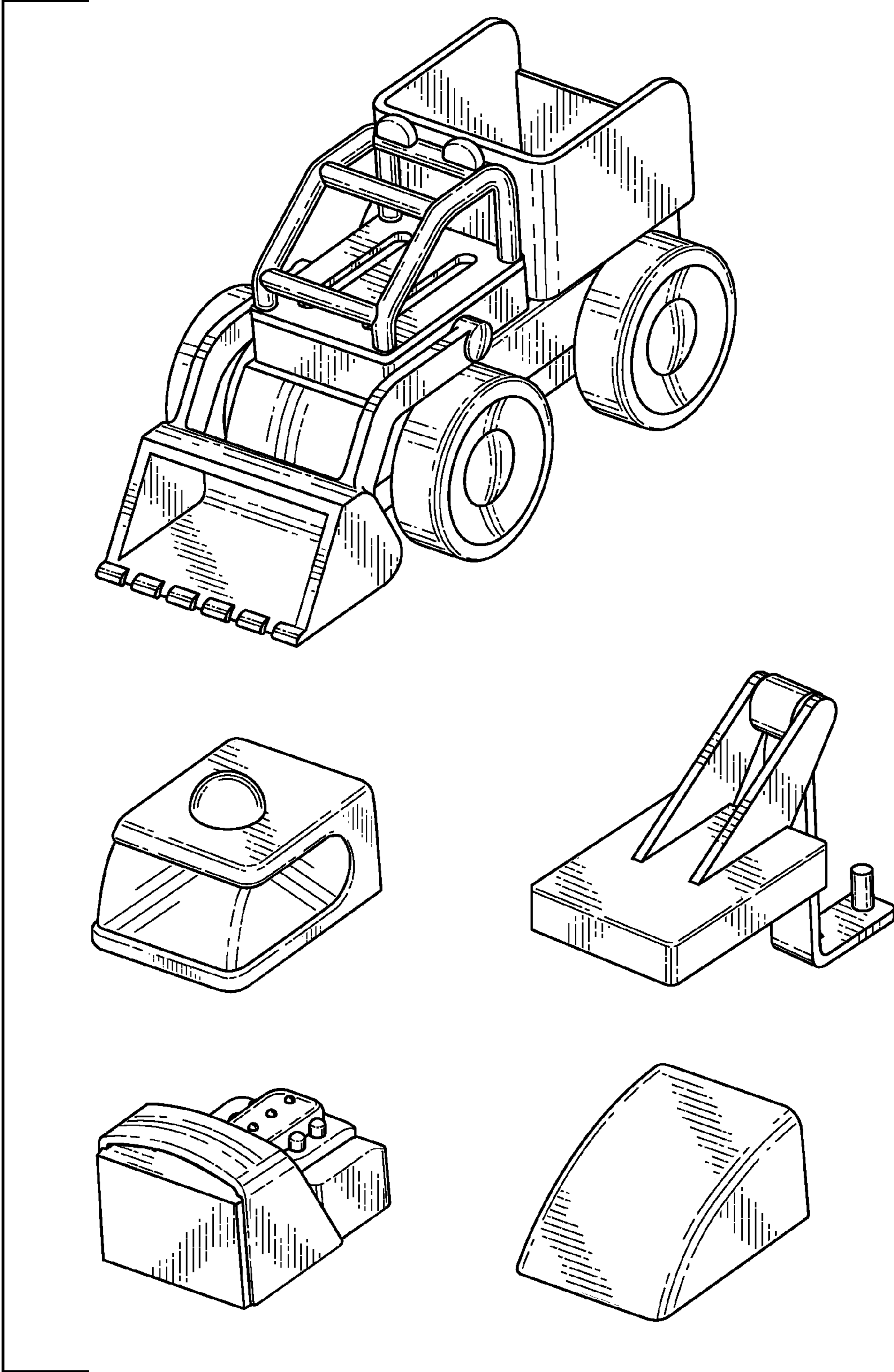


FIG. 1

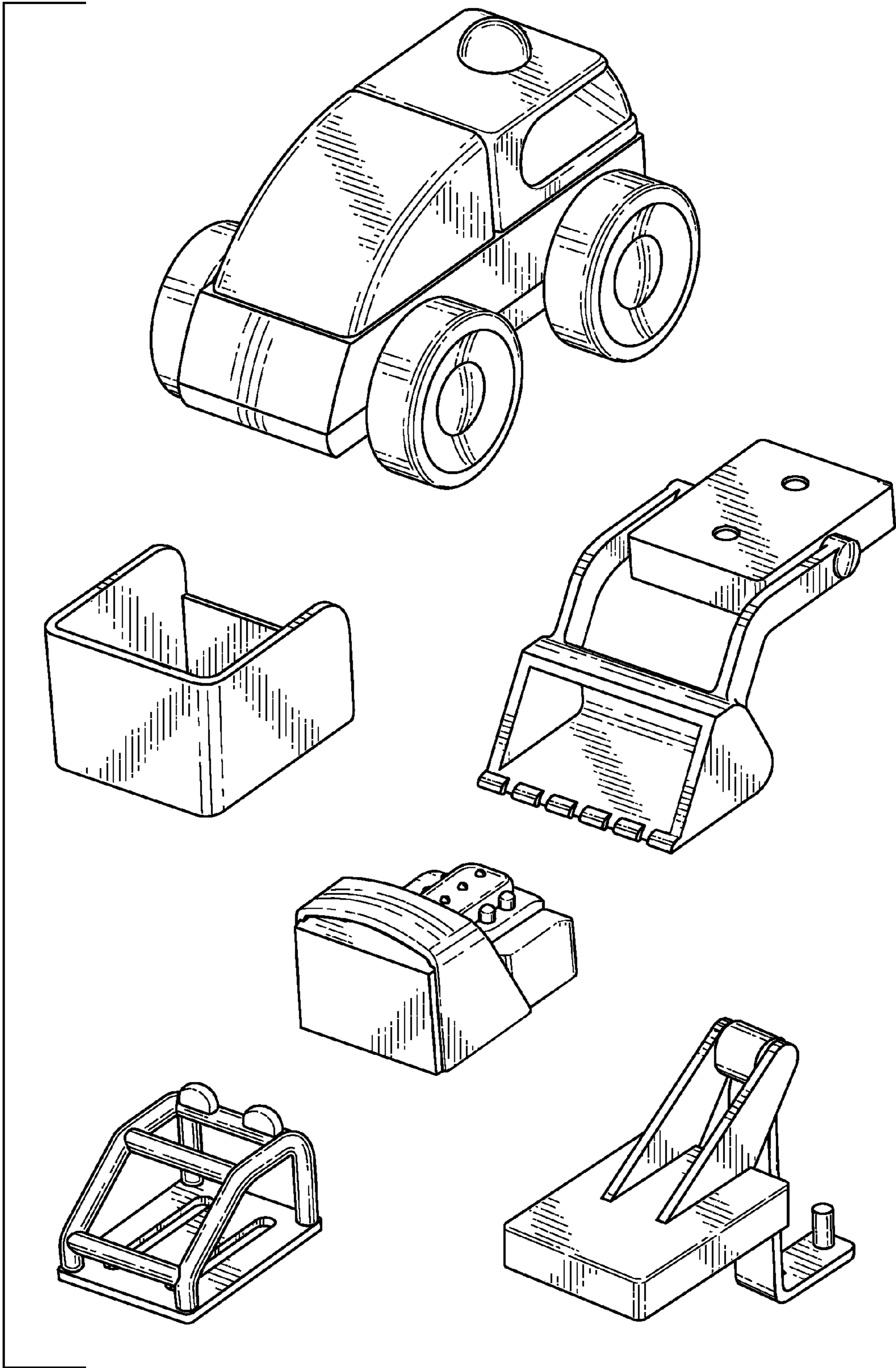


FIG. 2

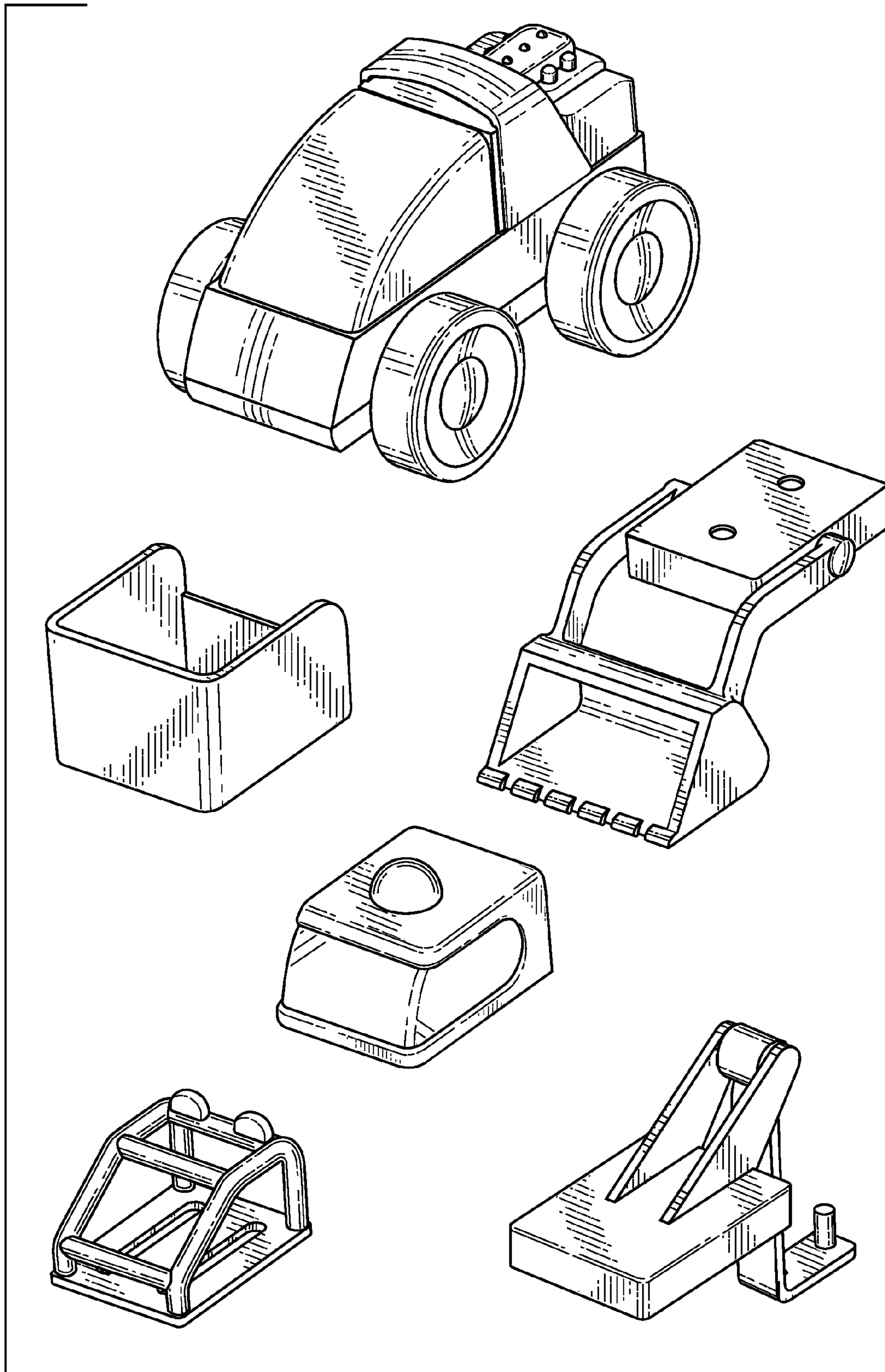


FIG. 3

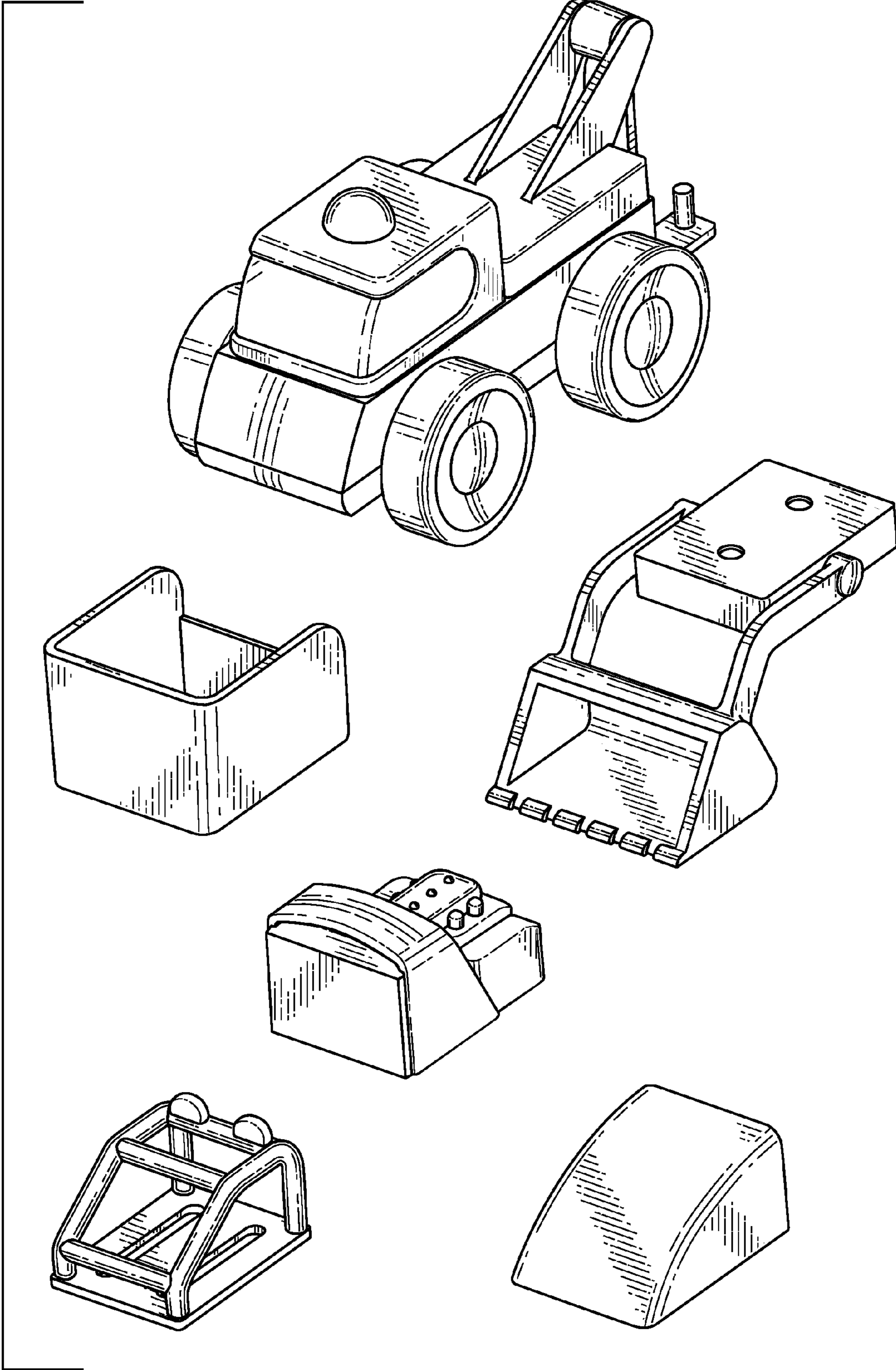


FIG. 4

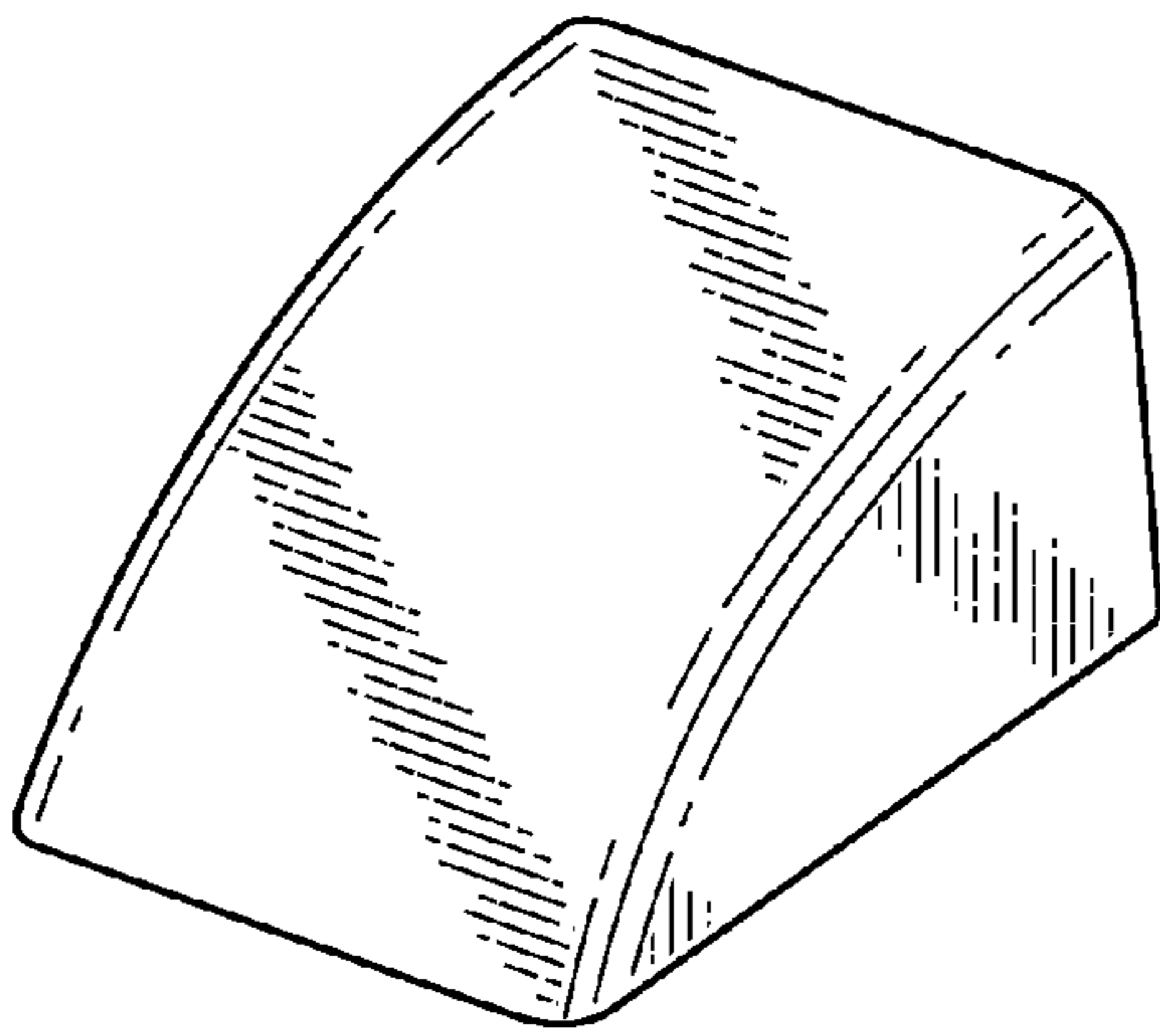


FIG. 5

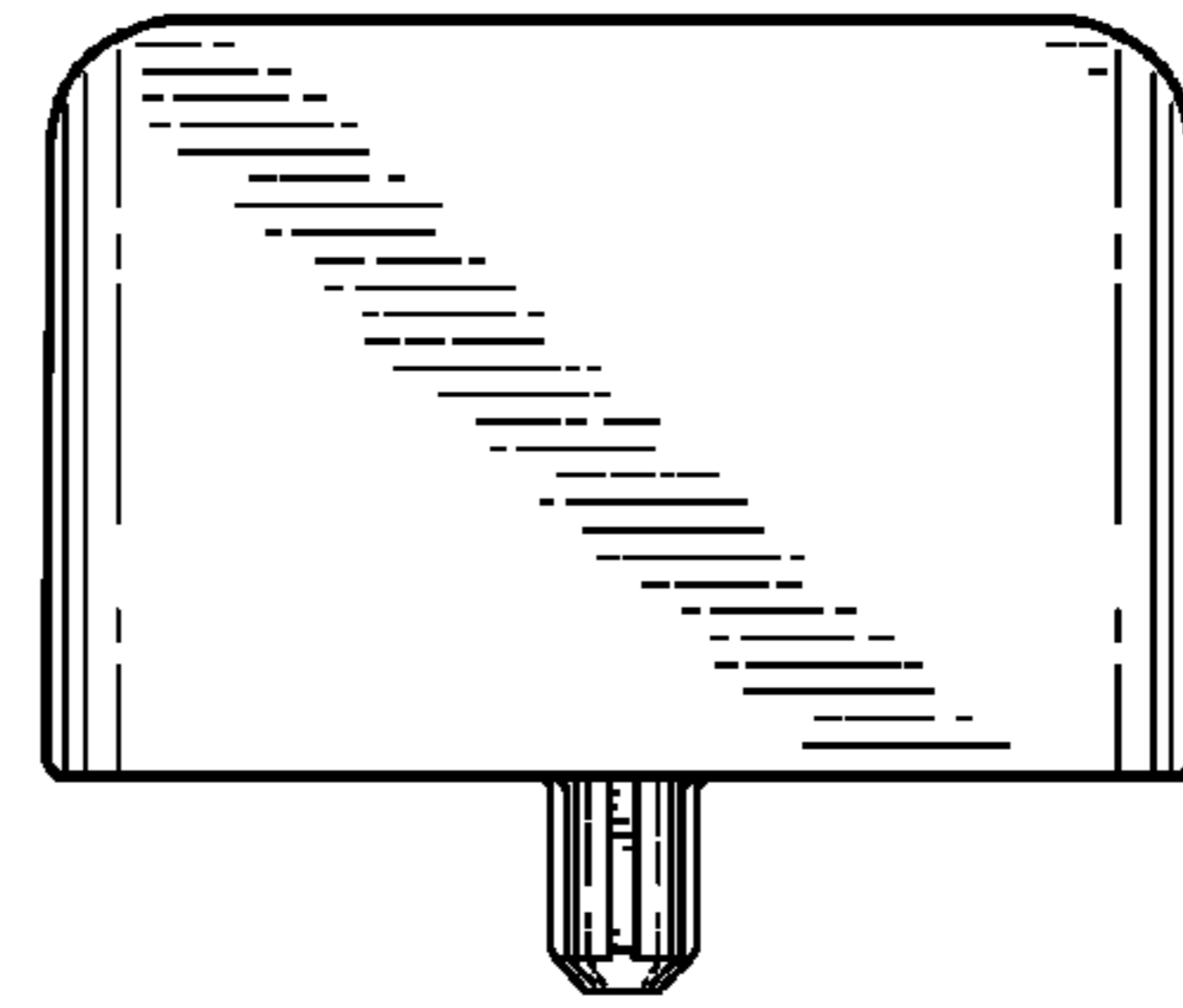


FIG. 6

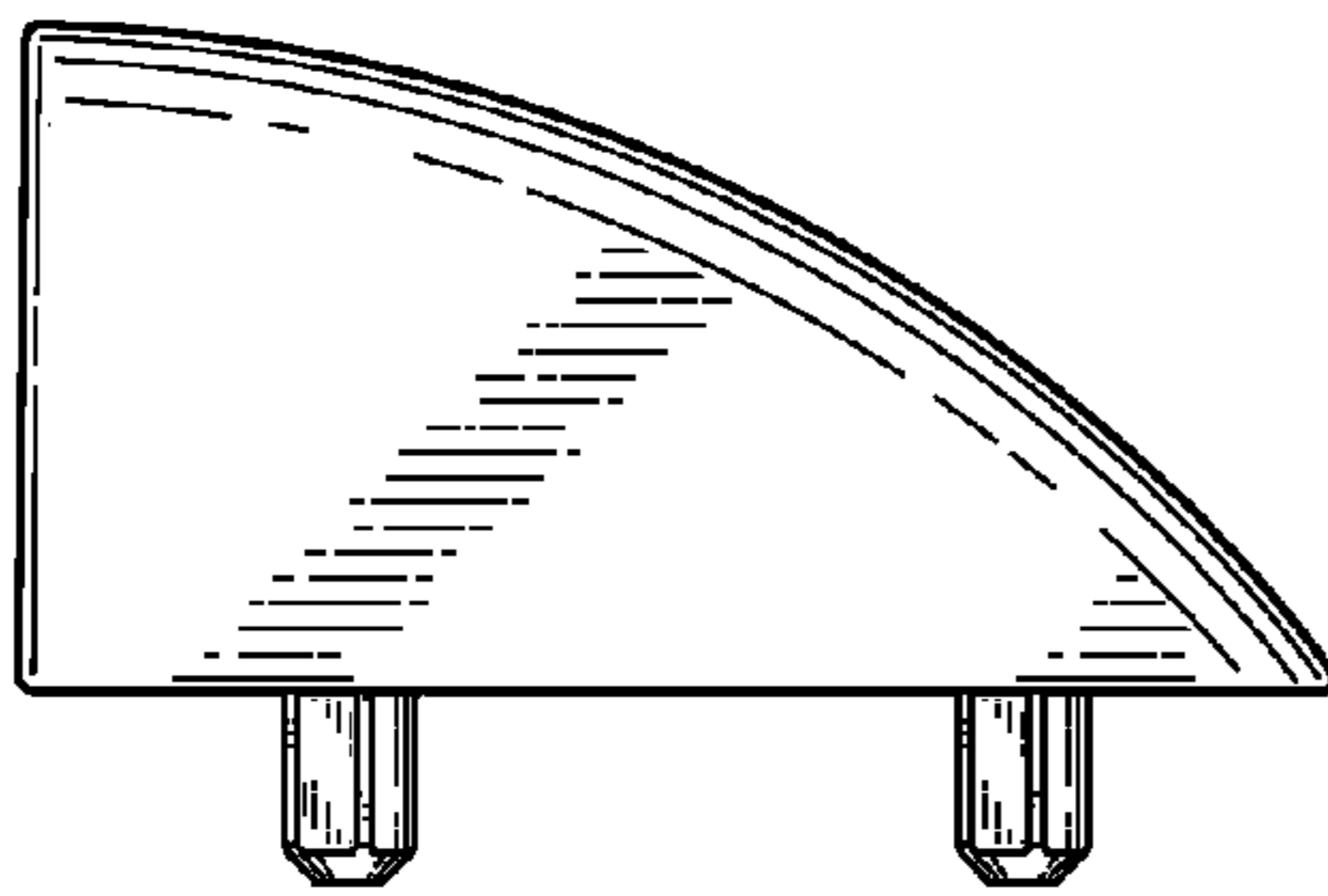


FIG. 7

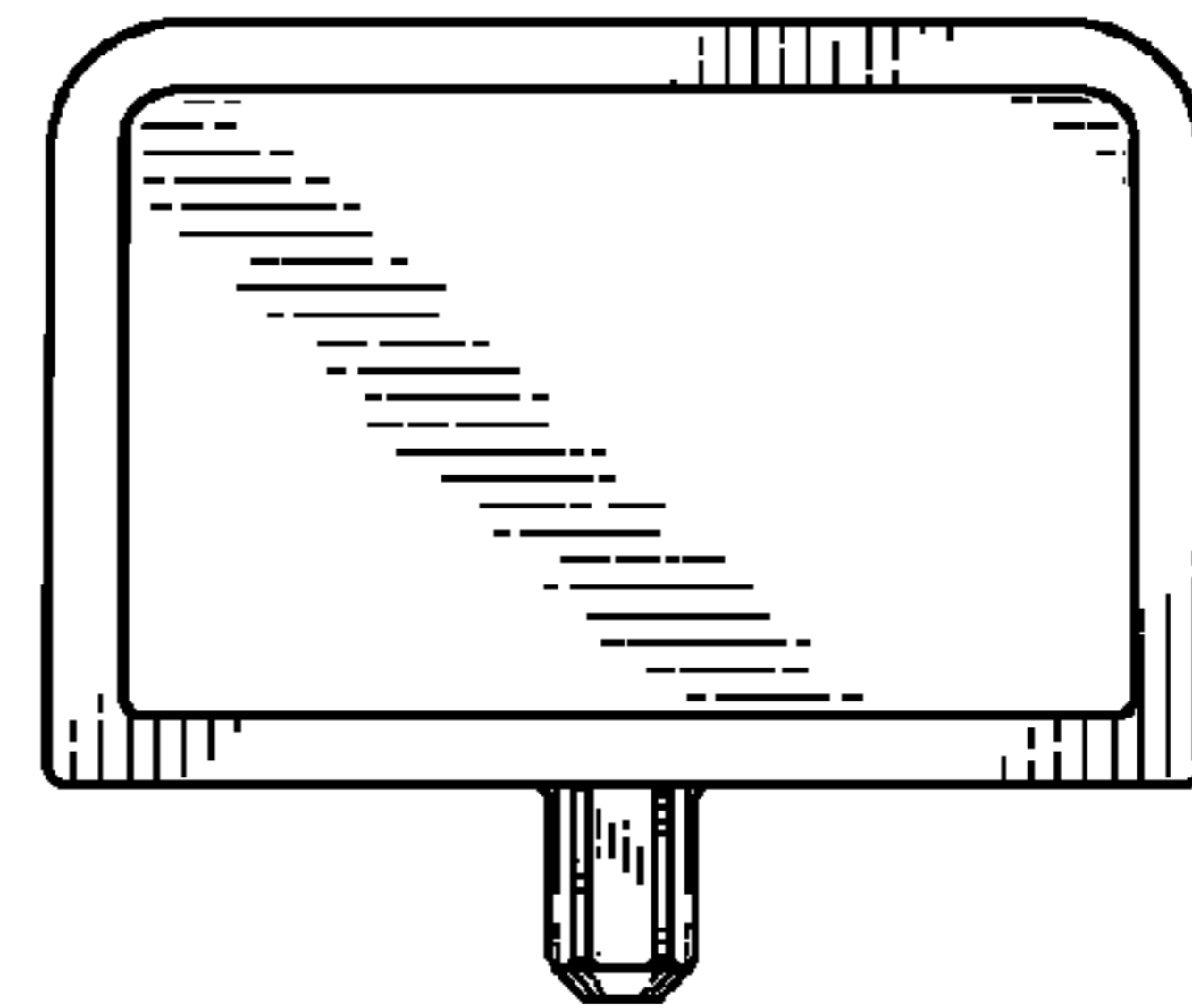


FIG. 8

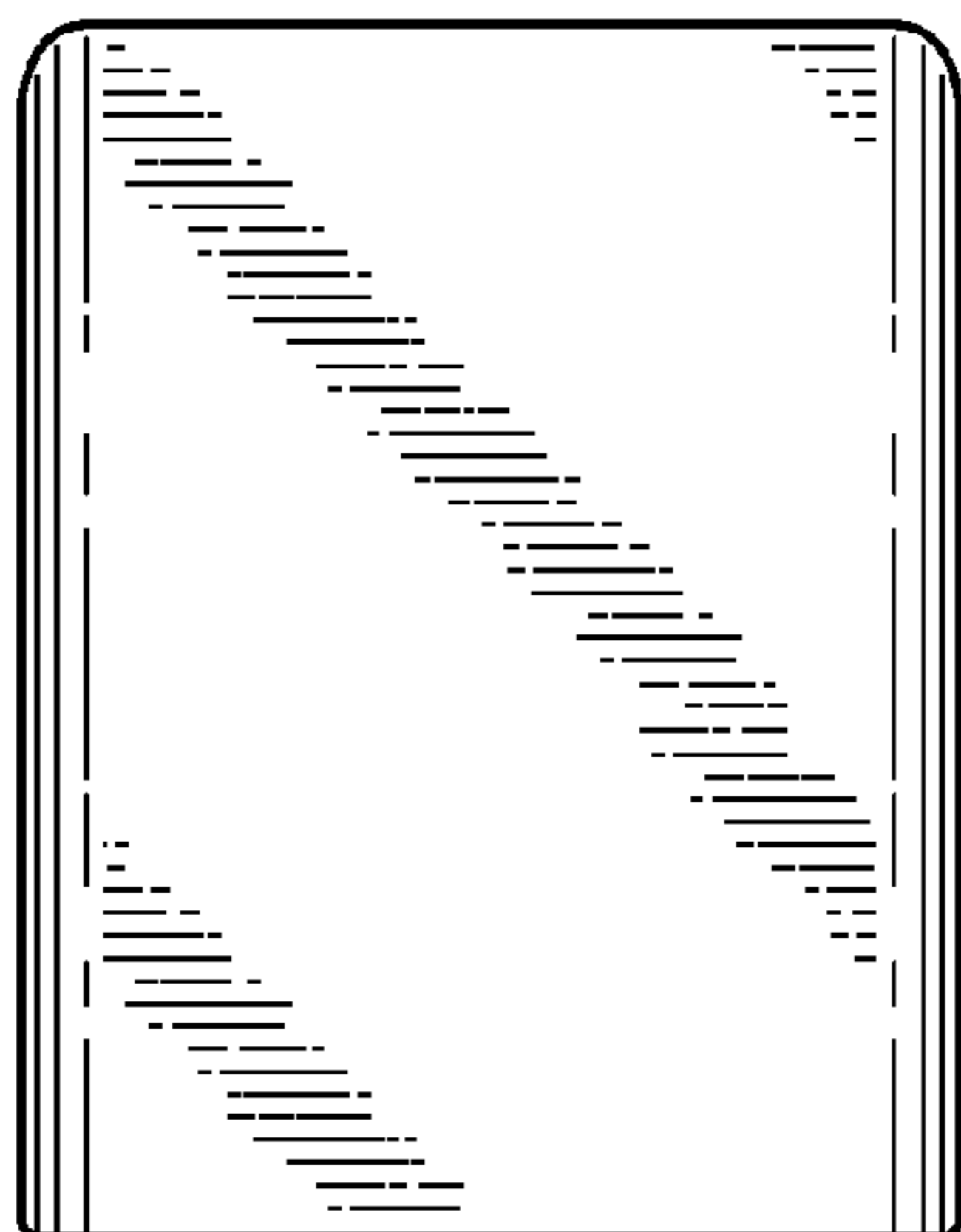


FIG. 9

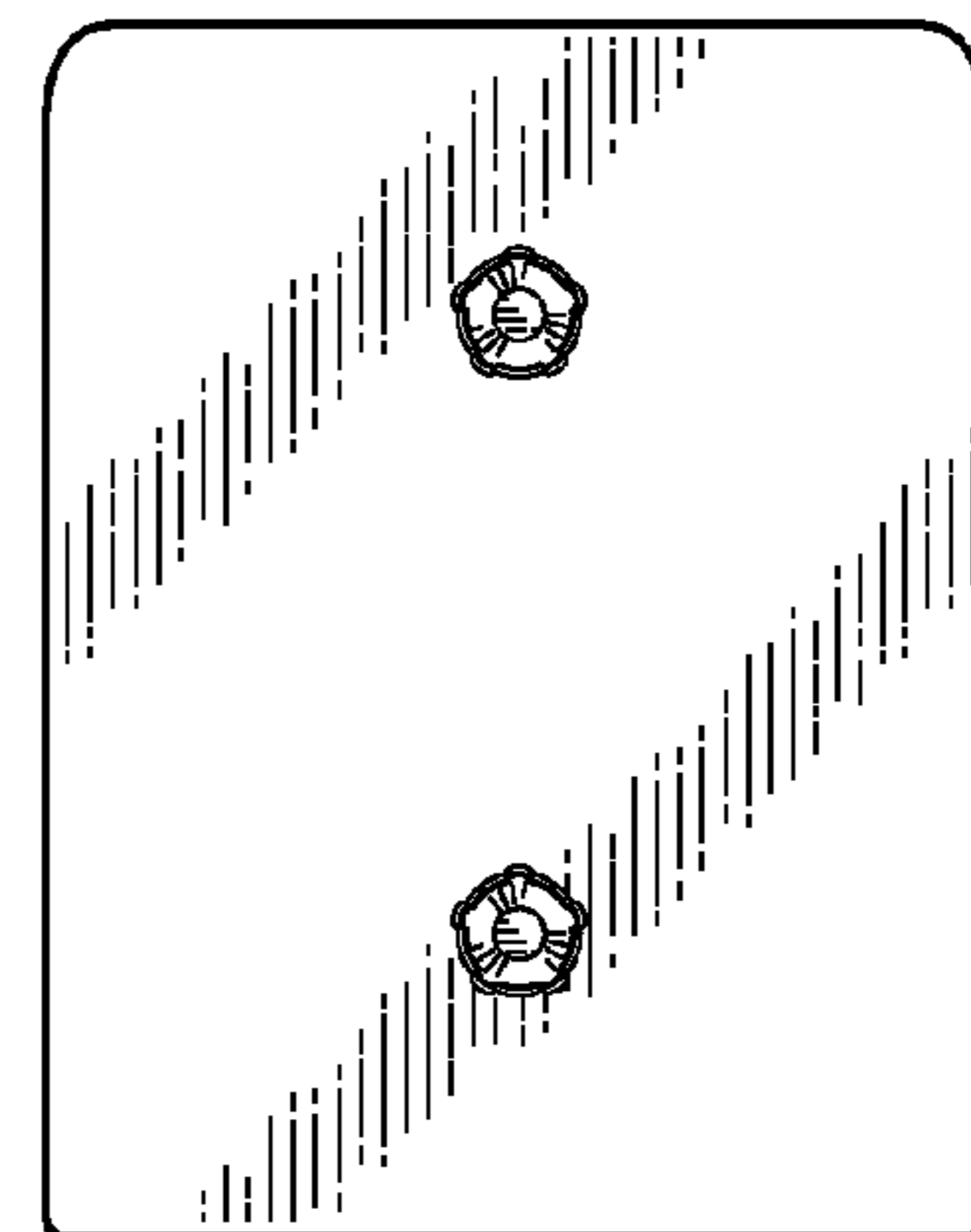


FIG. 10

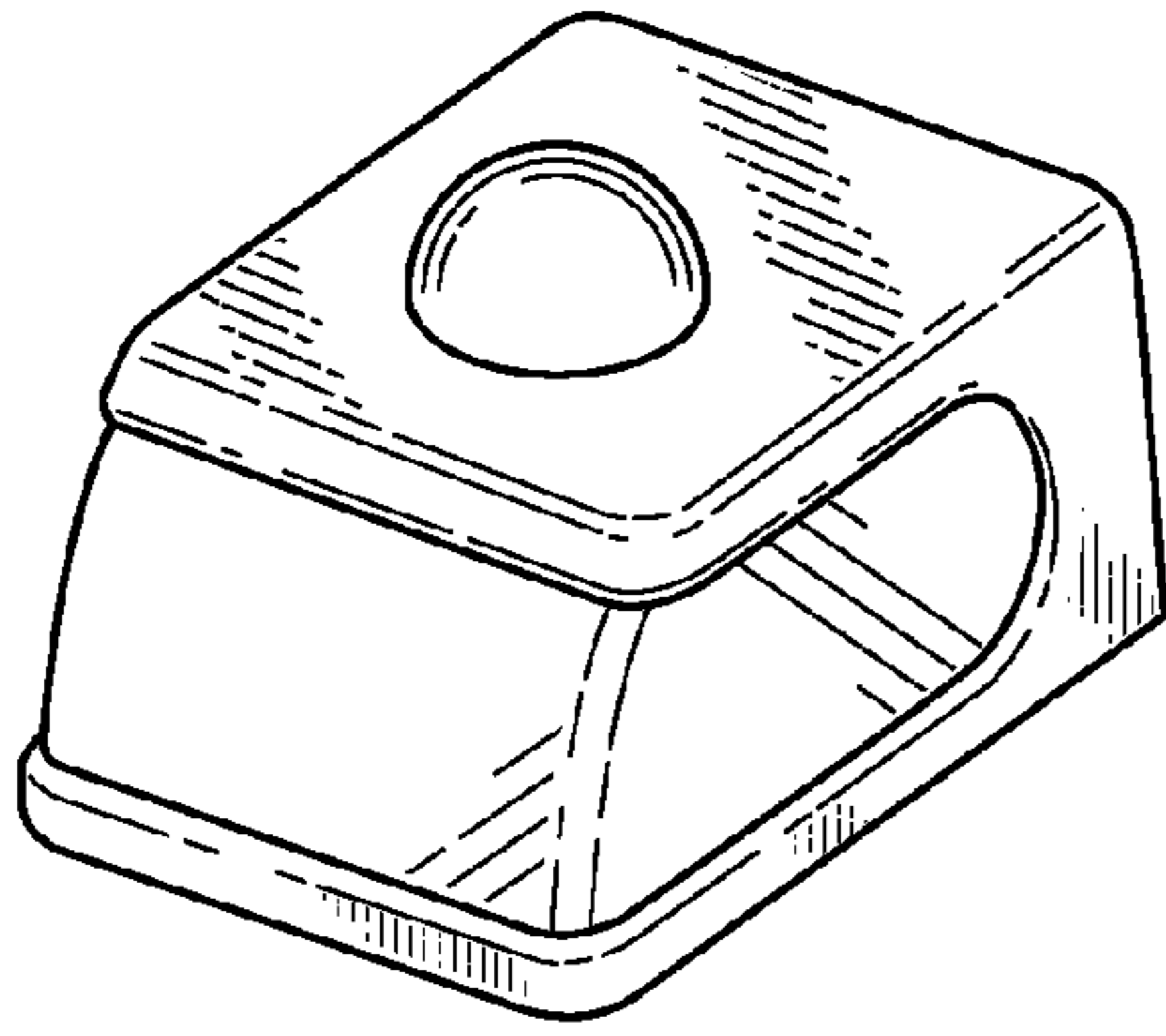


FIG. 11

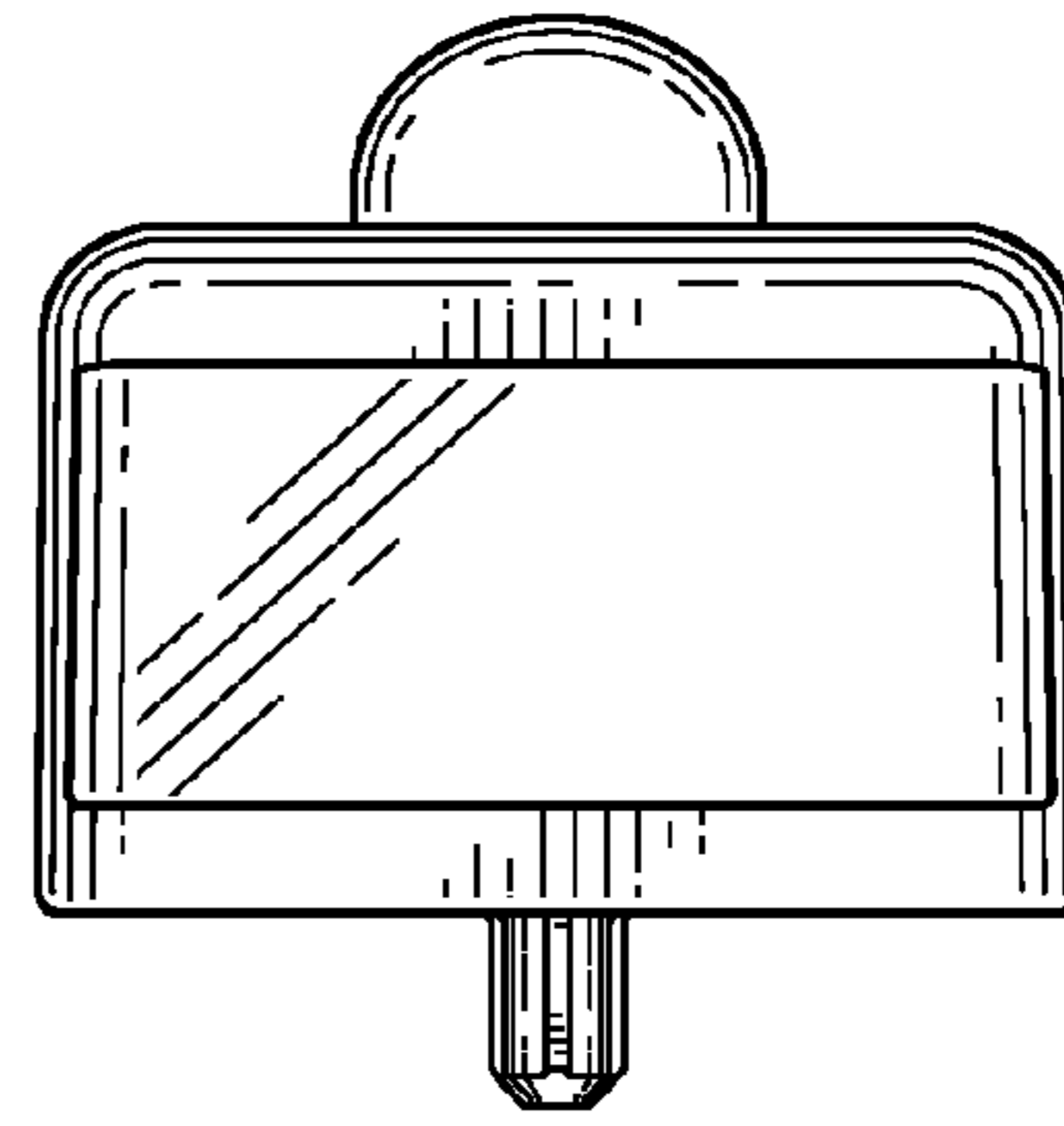


FIG. 12

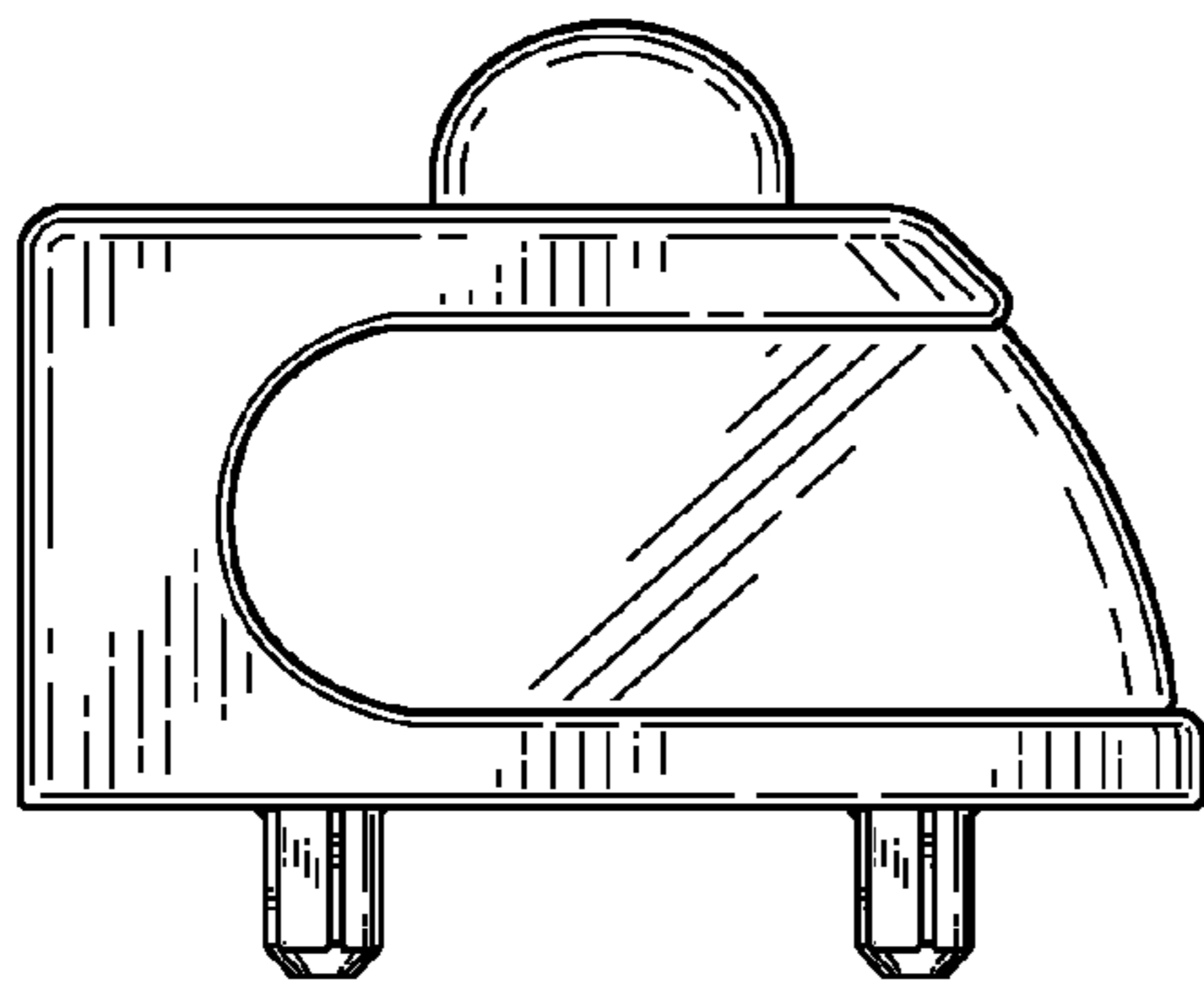


FIG. 13

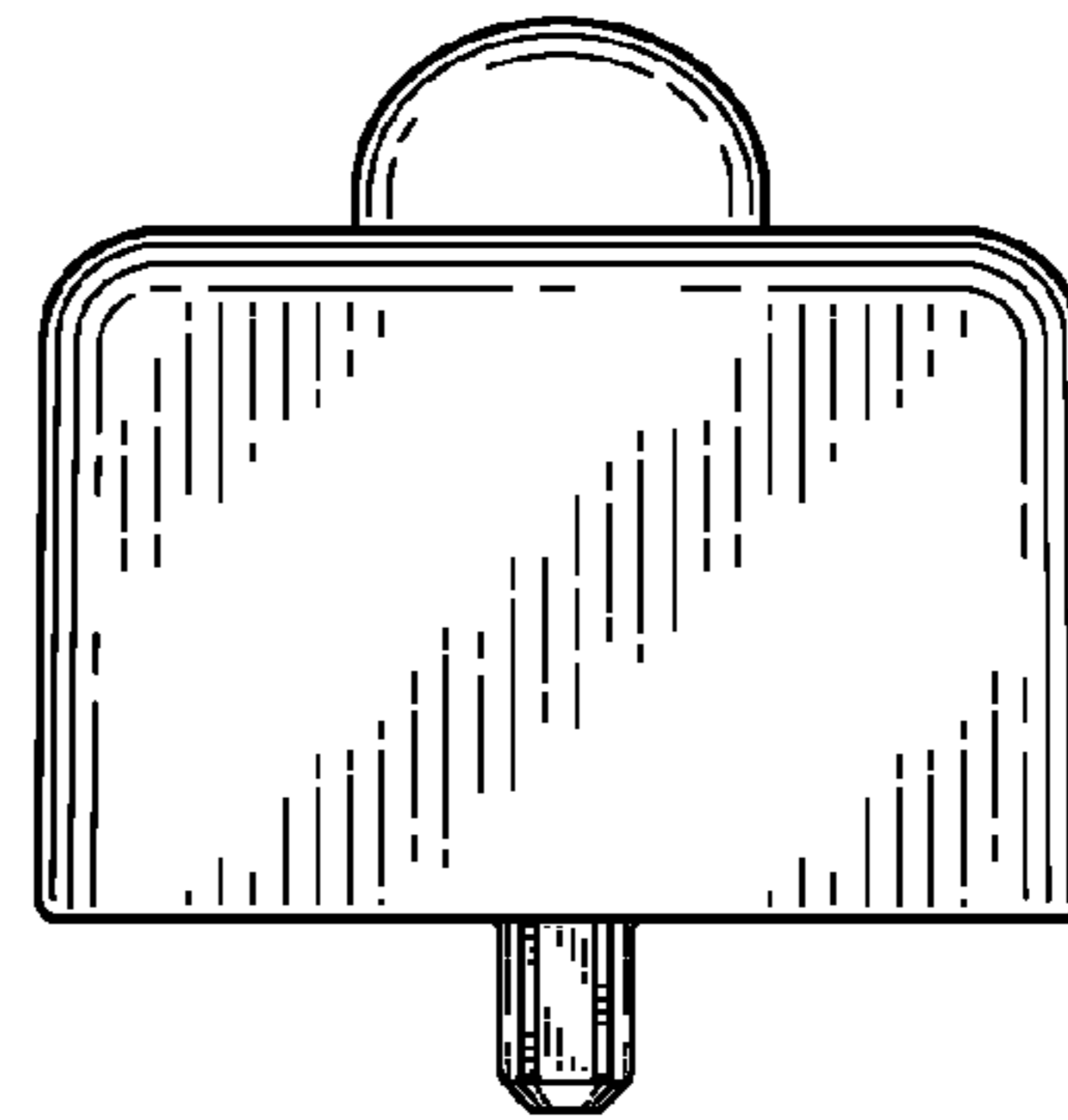


FIG. 14

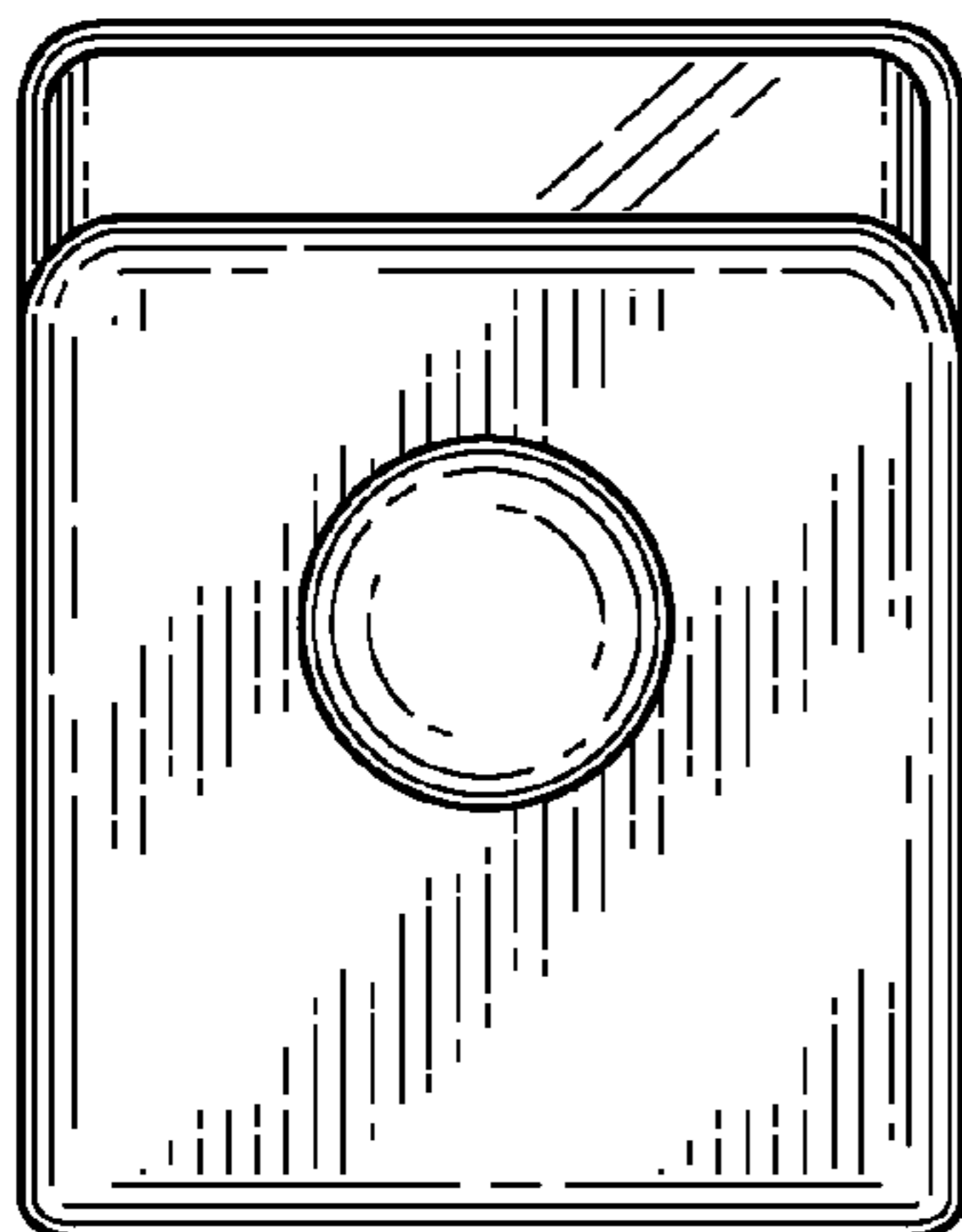


FIG. 15

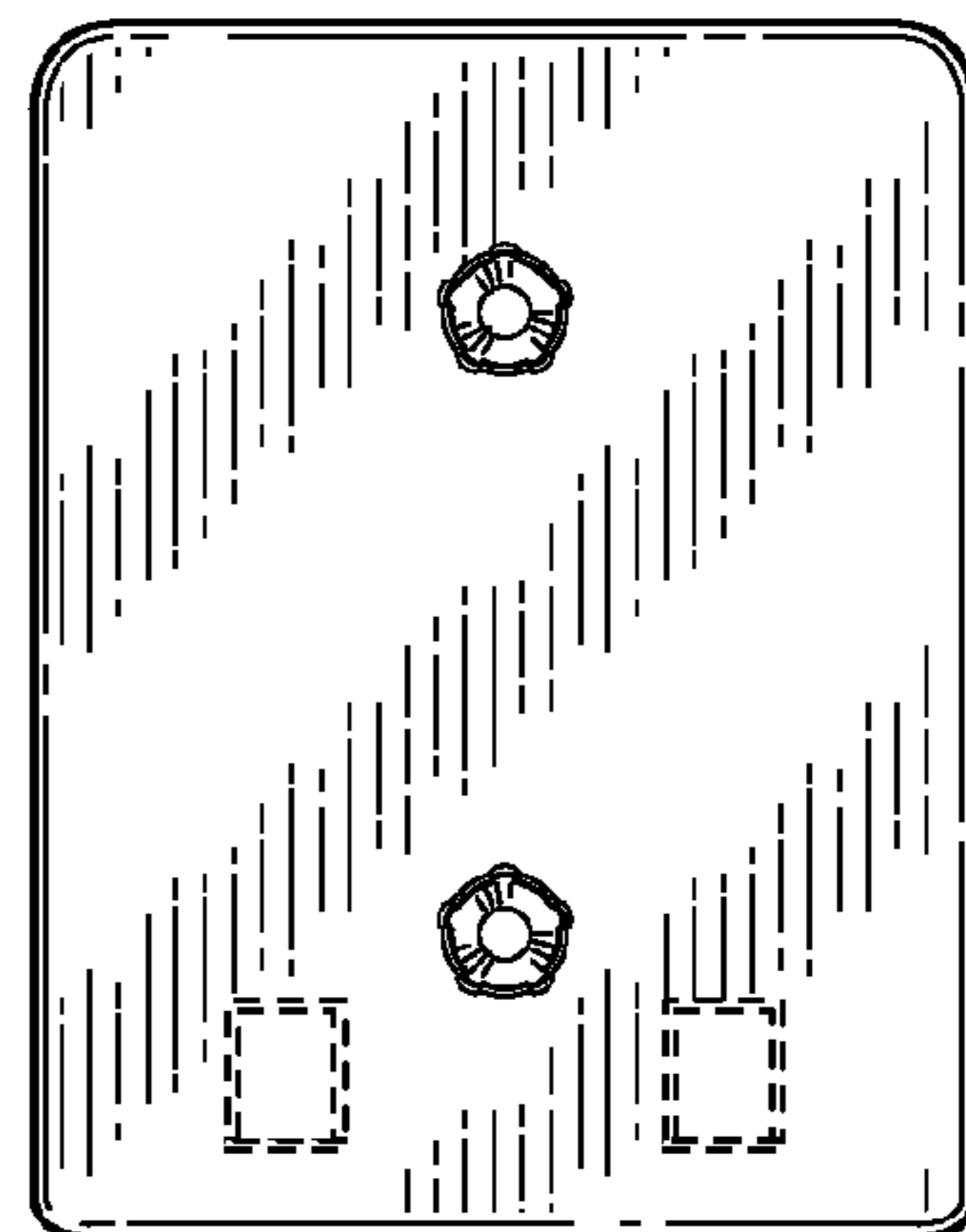


FIG. 16

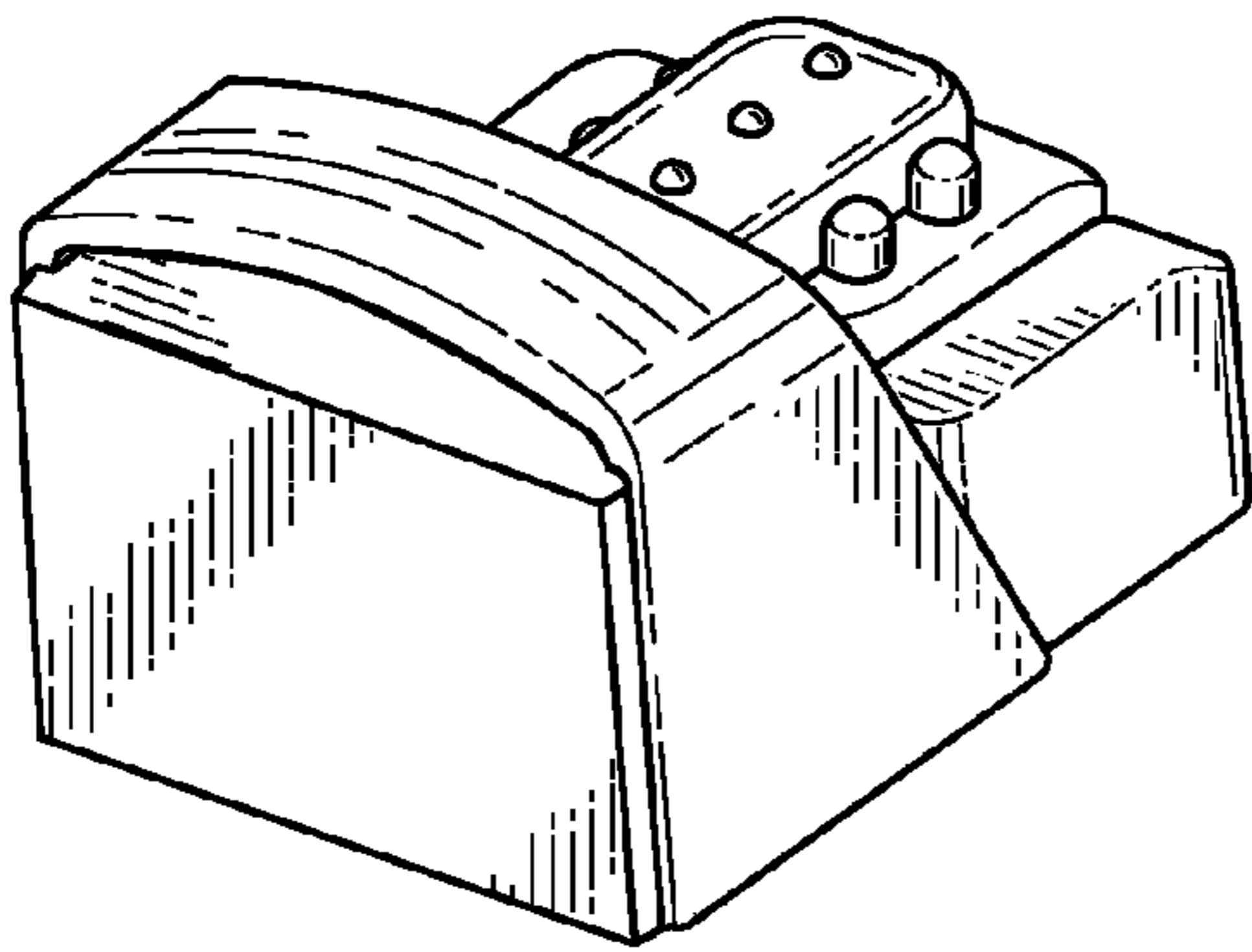


FIG. 17

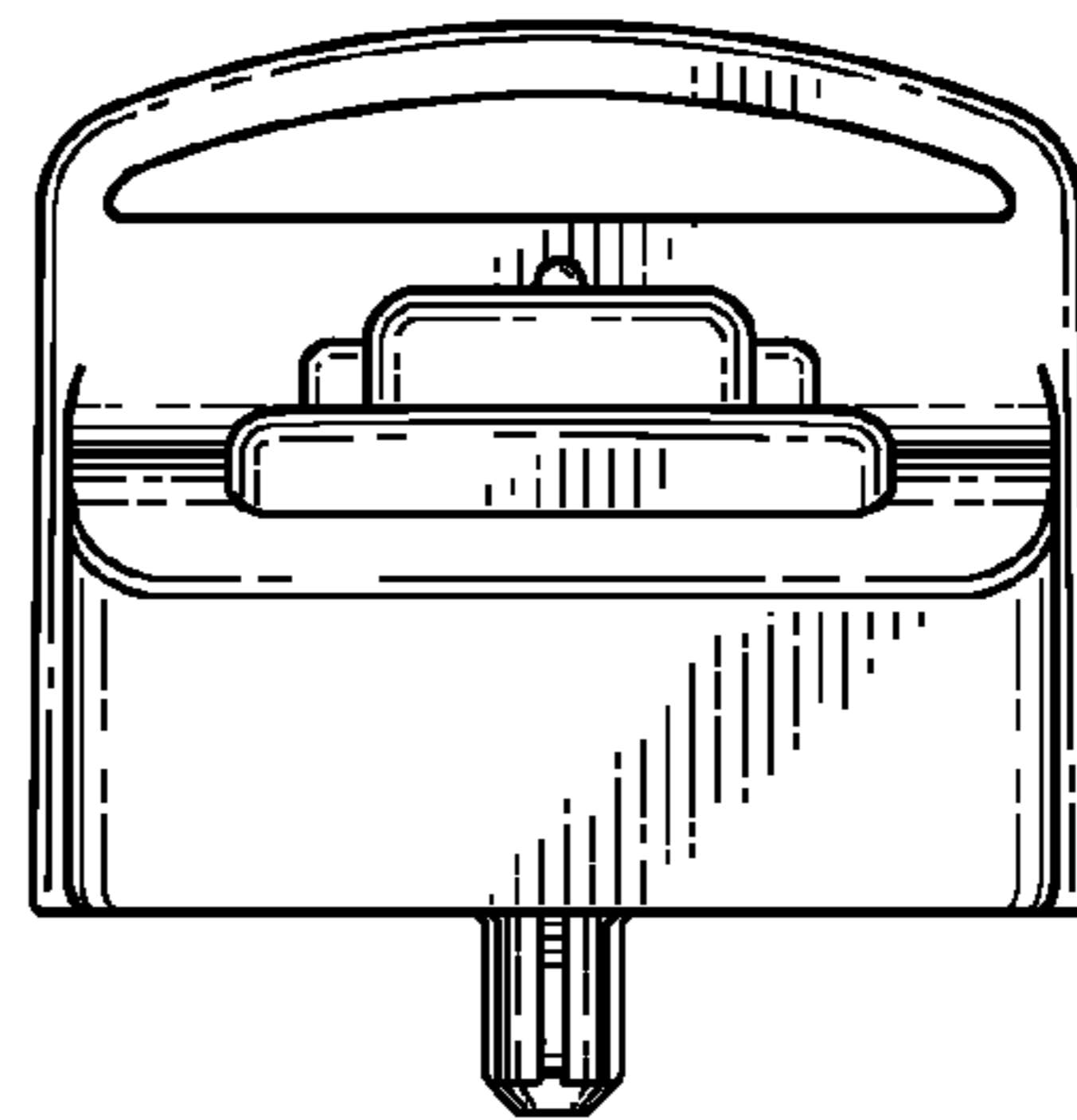


FIG. 18

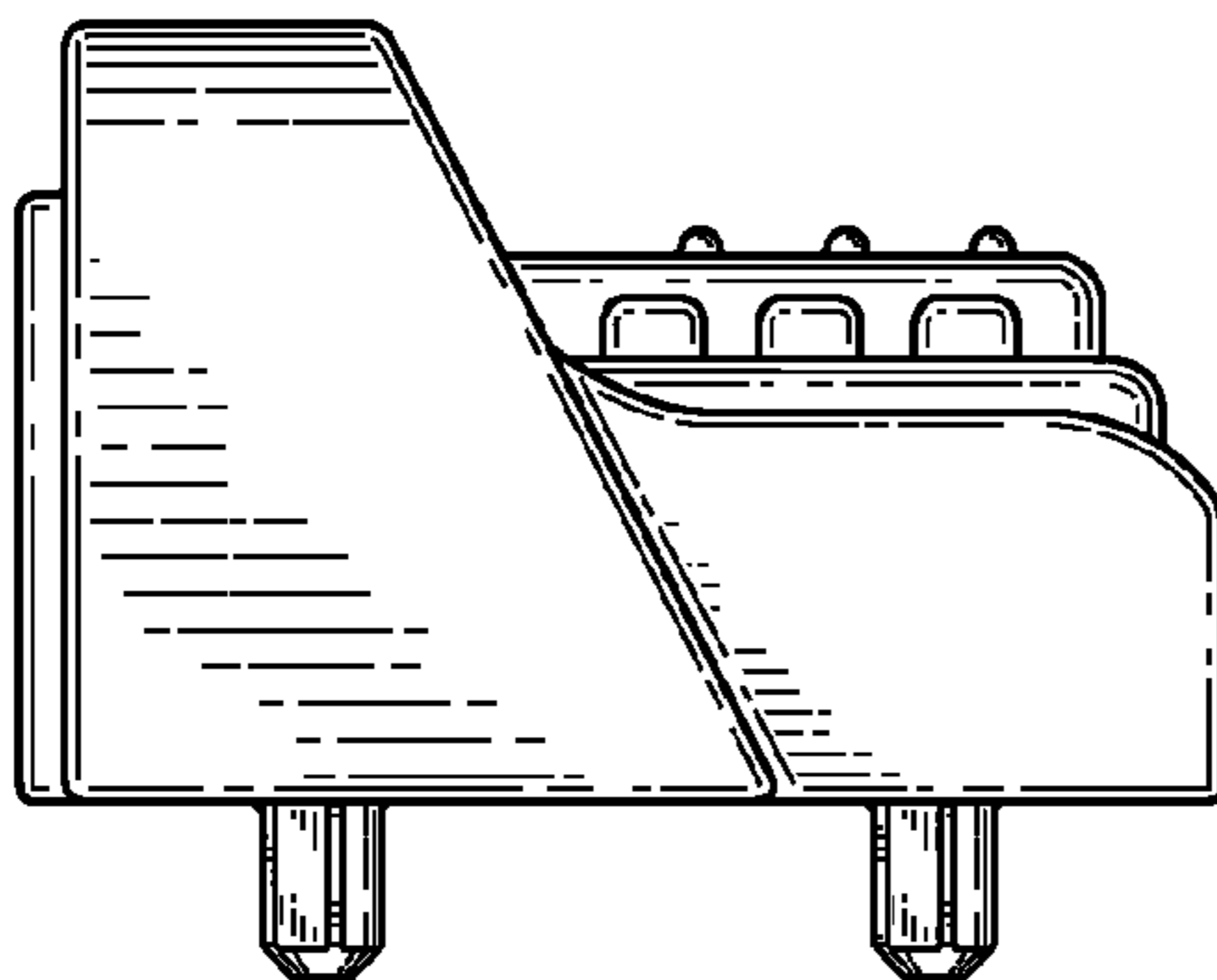


FIG. 19

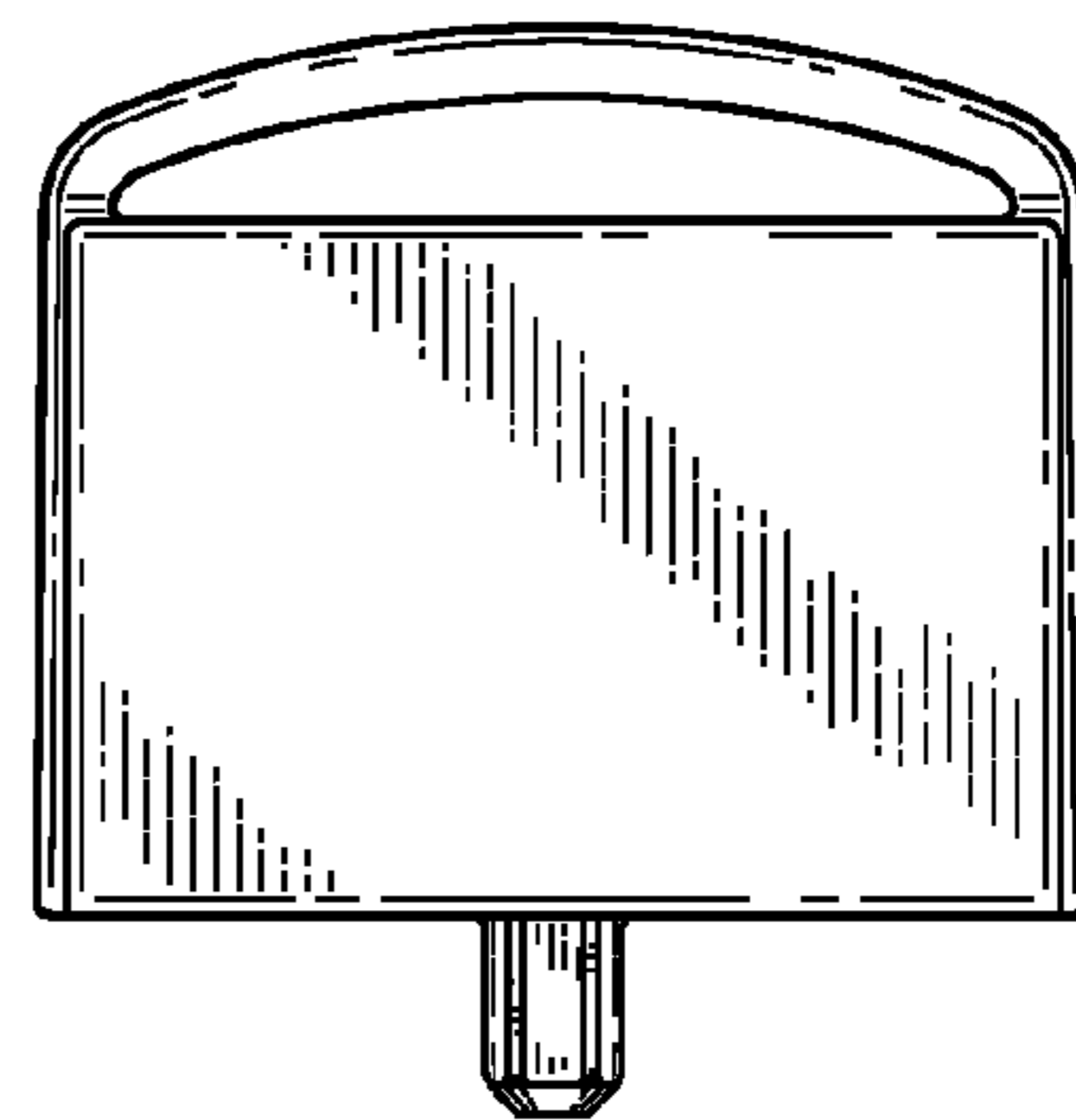


FIG. 20

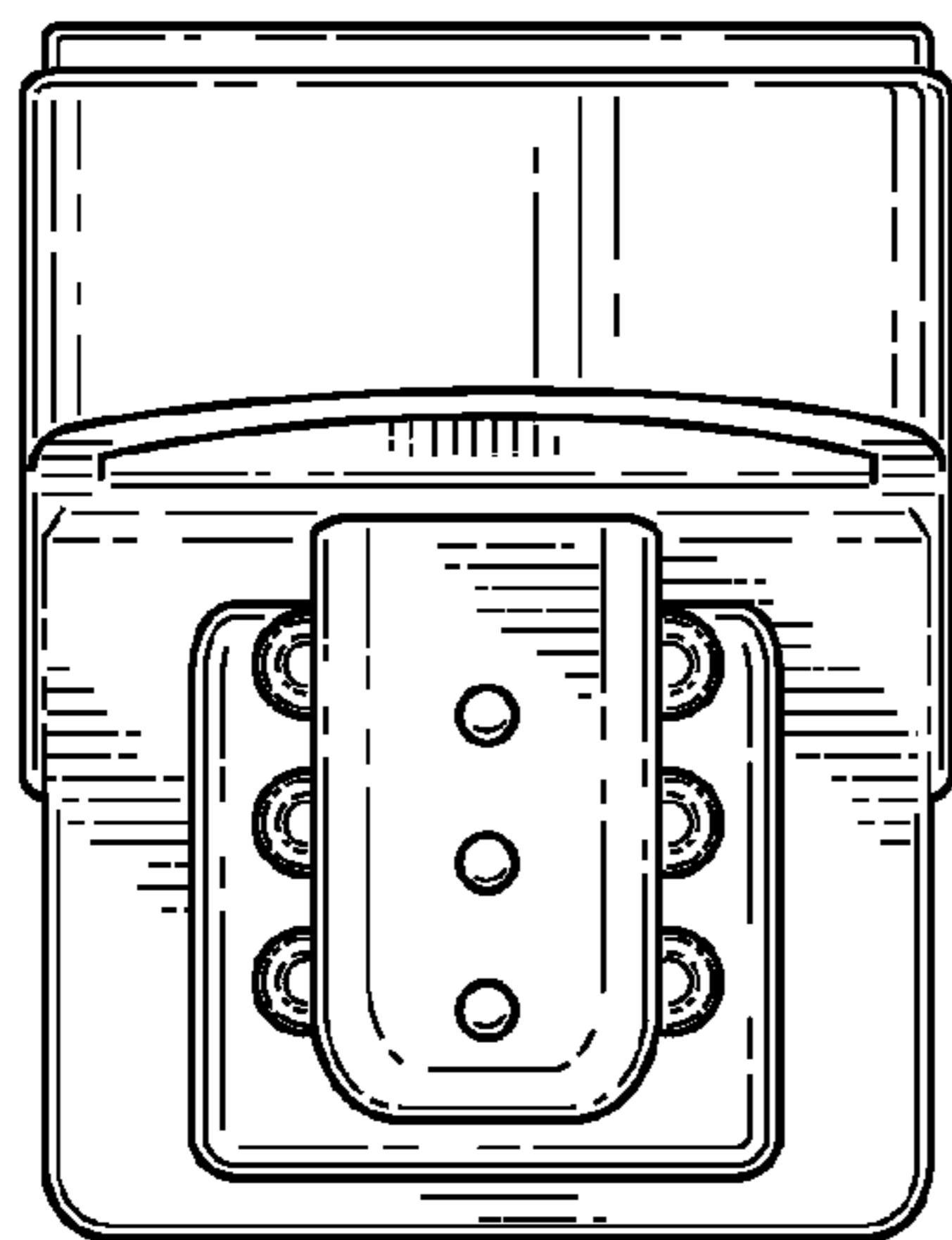


FIG. 21

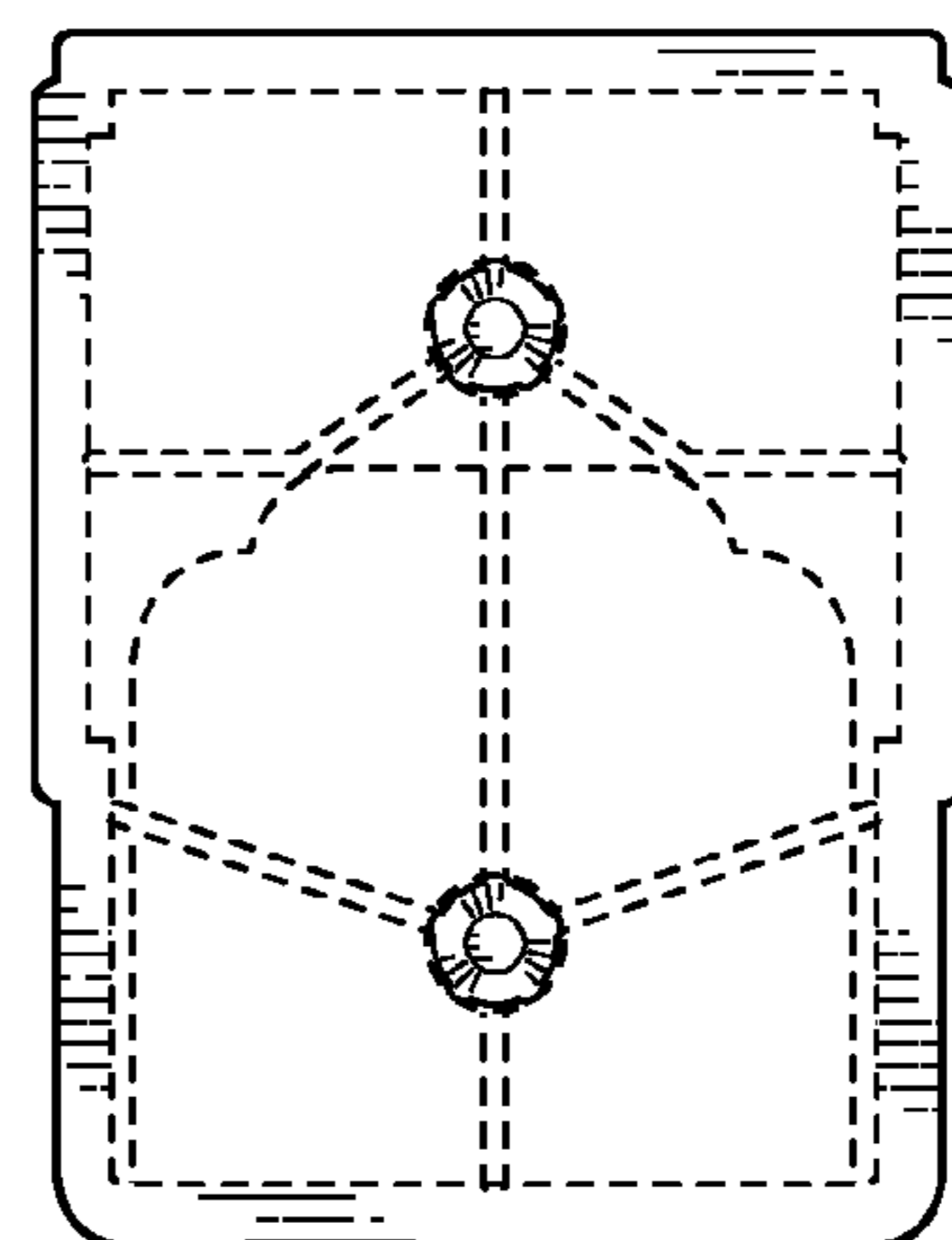


FIG. 22

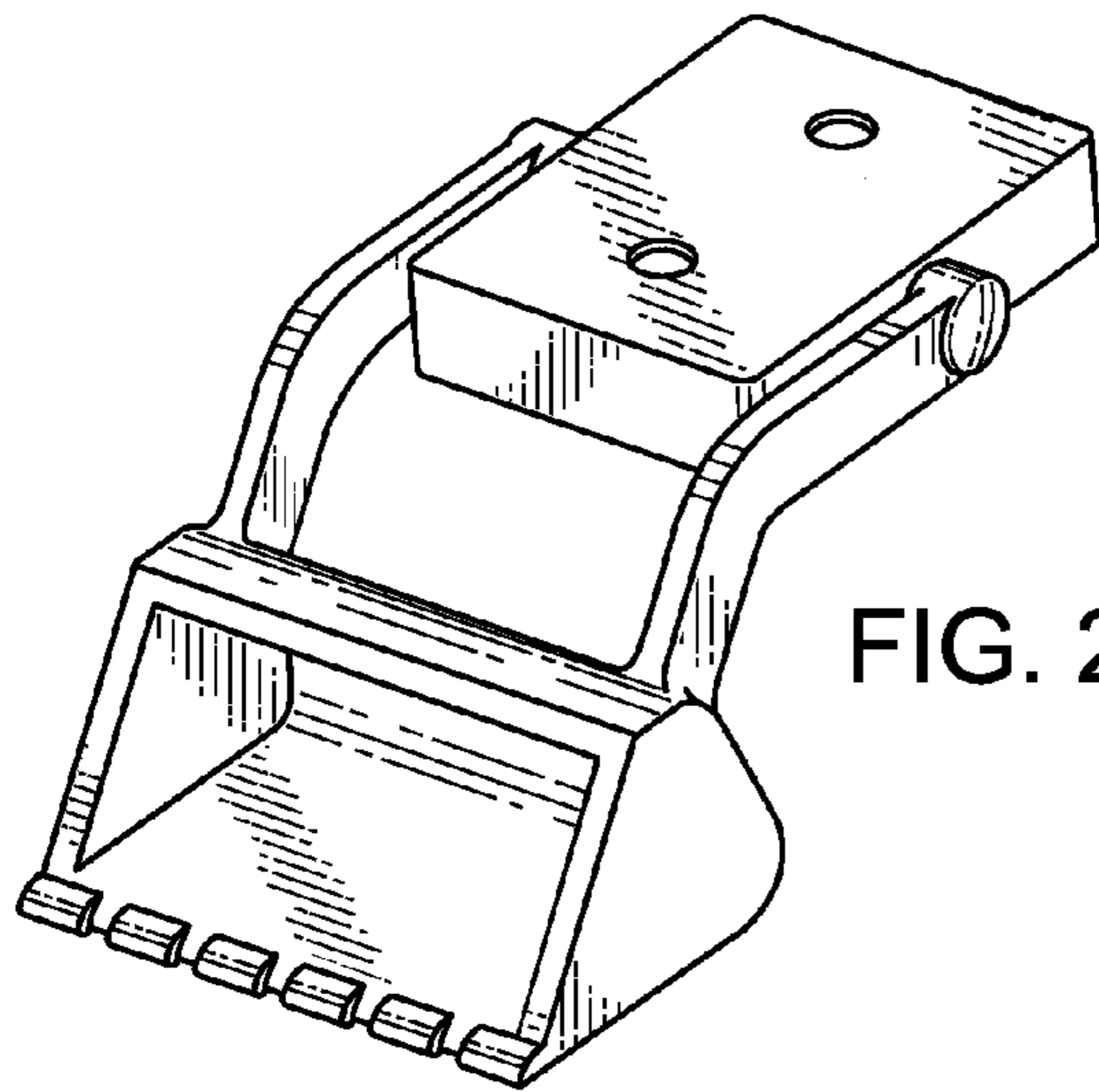


FIG. 23

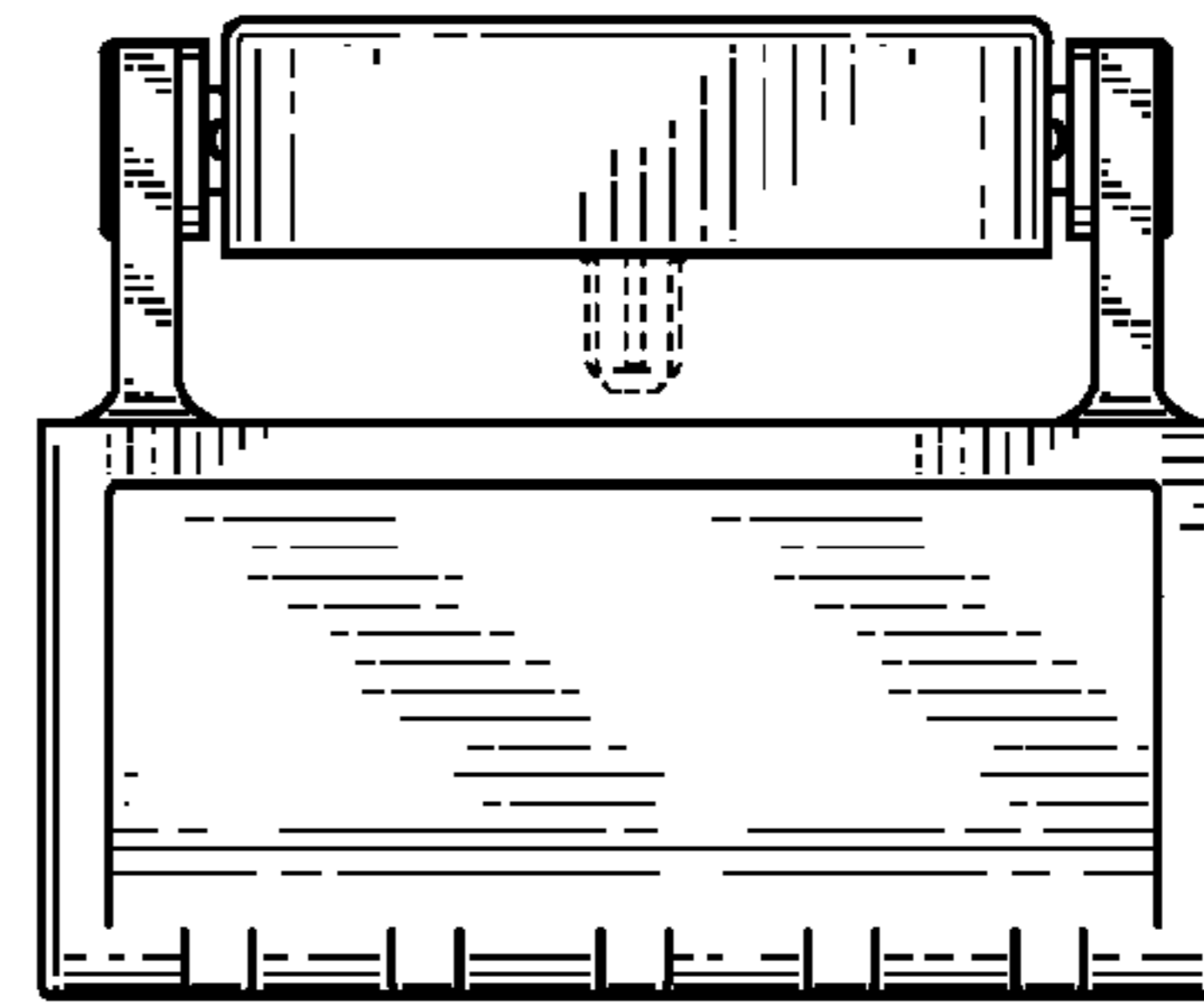


FIG. 24

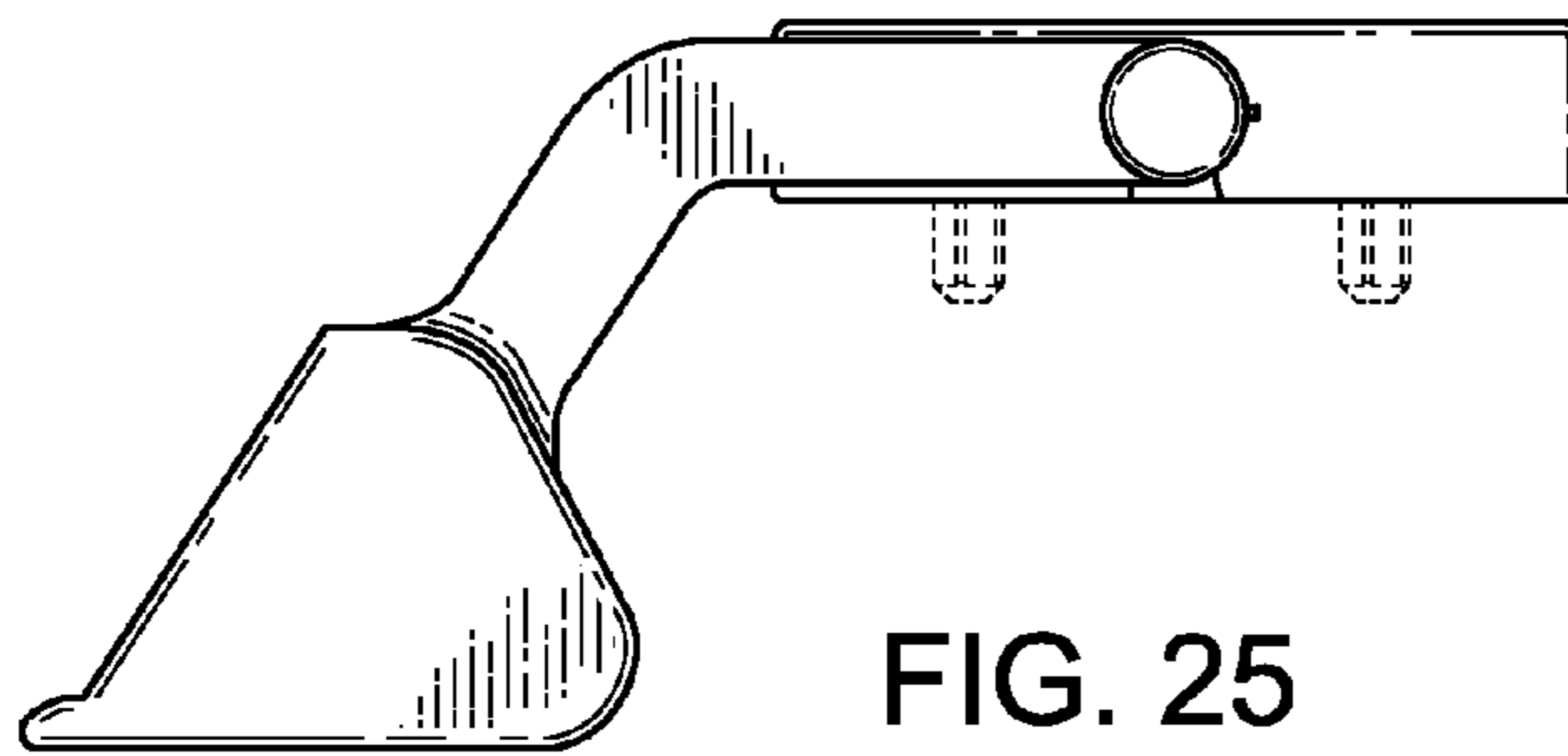


FIG. 25

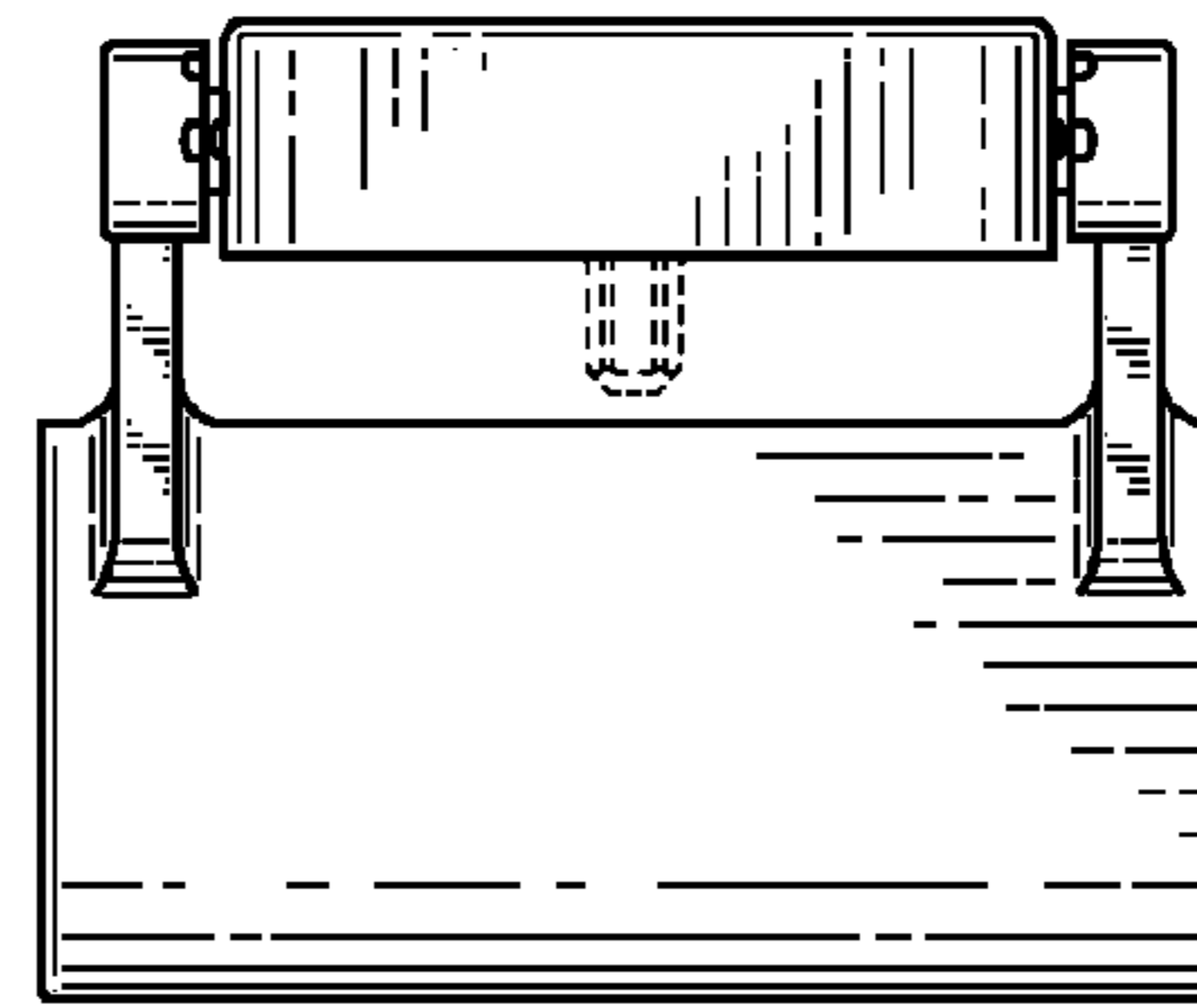


FIG. 26

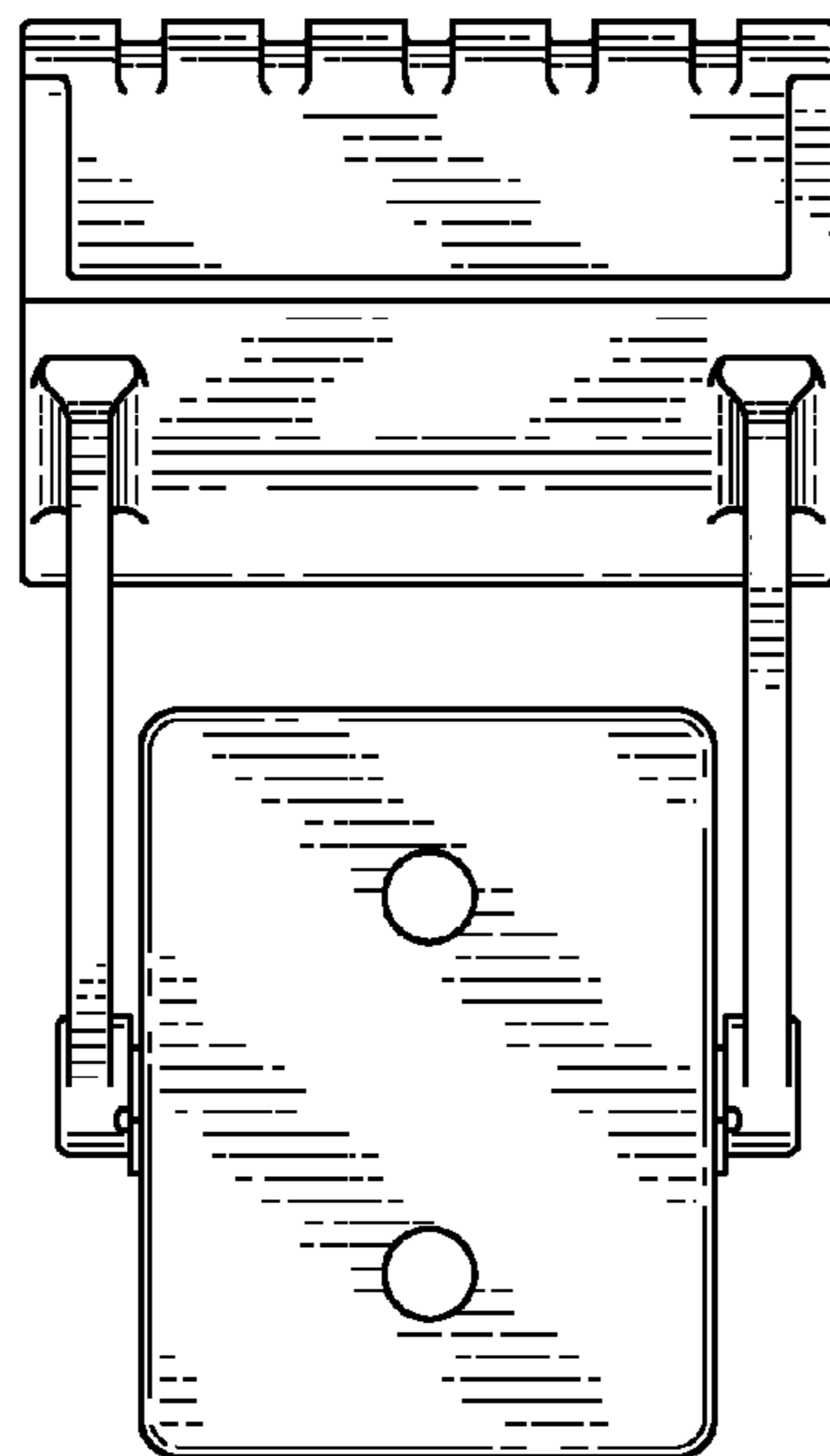


FIG. 27

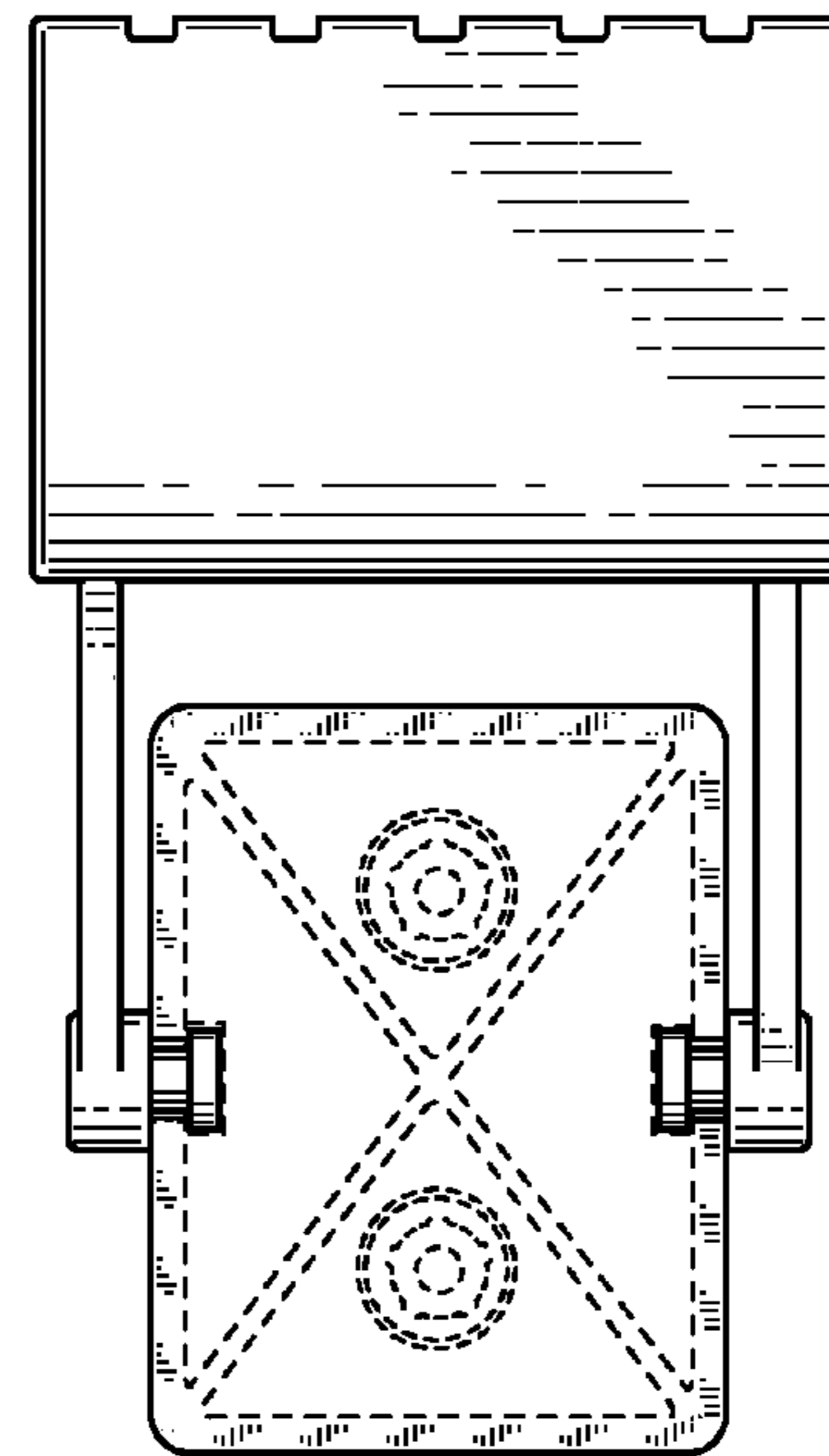


FIG. 28

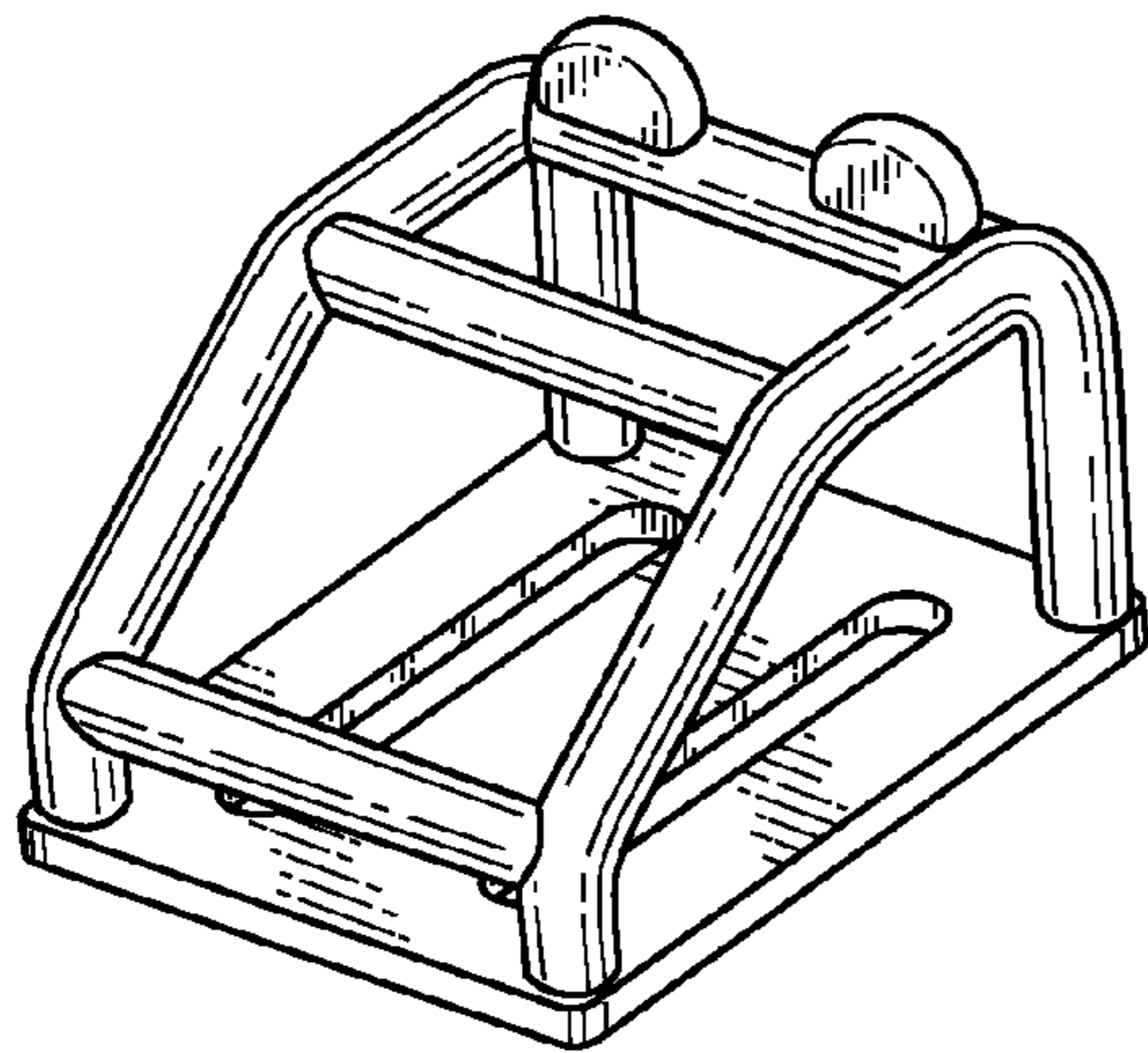


FIG. 29

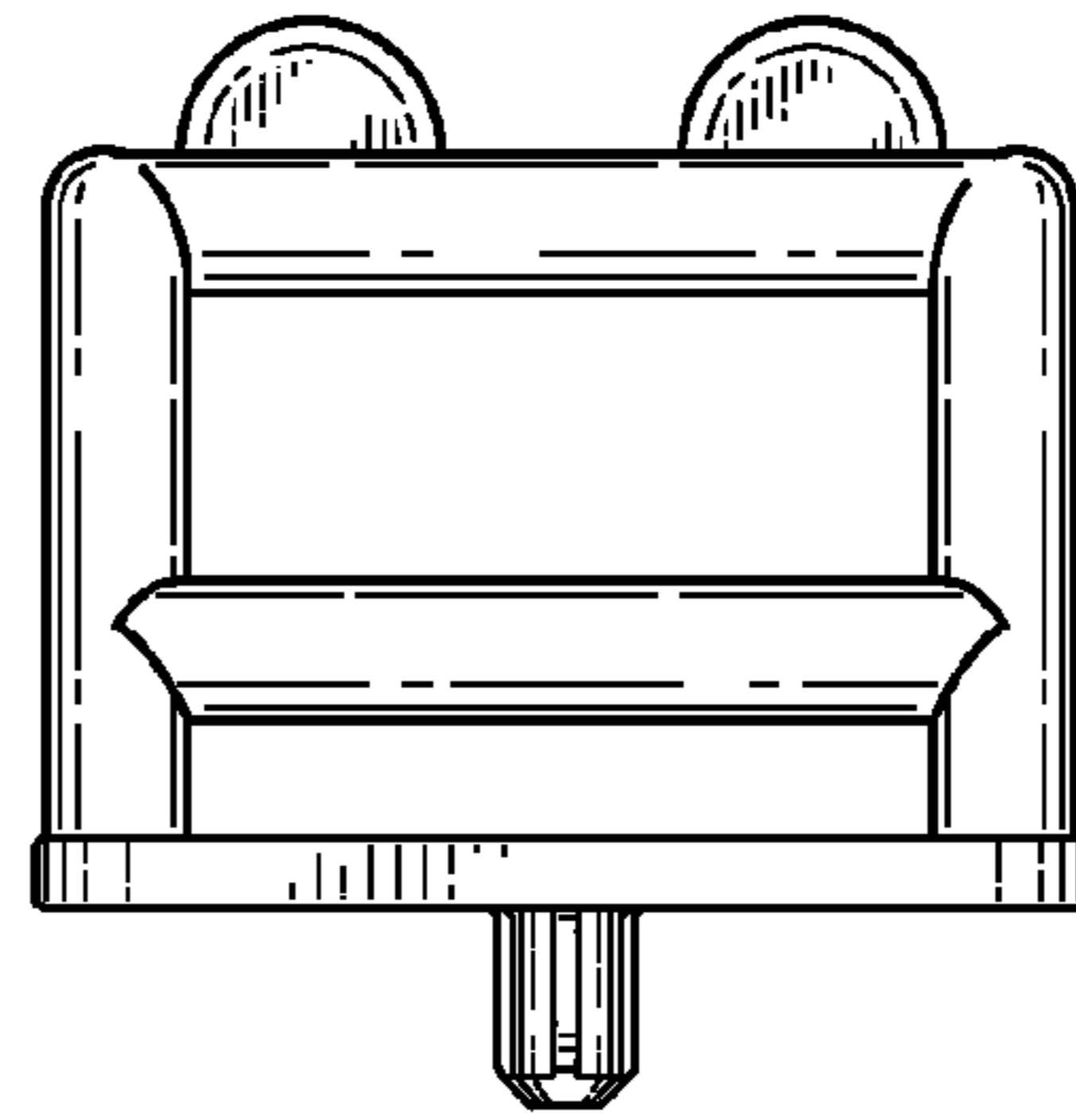


FIG. 30

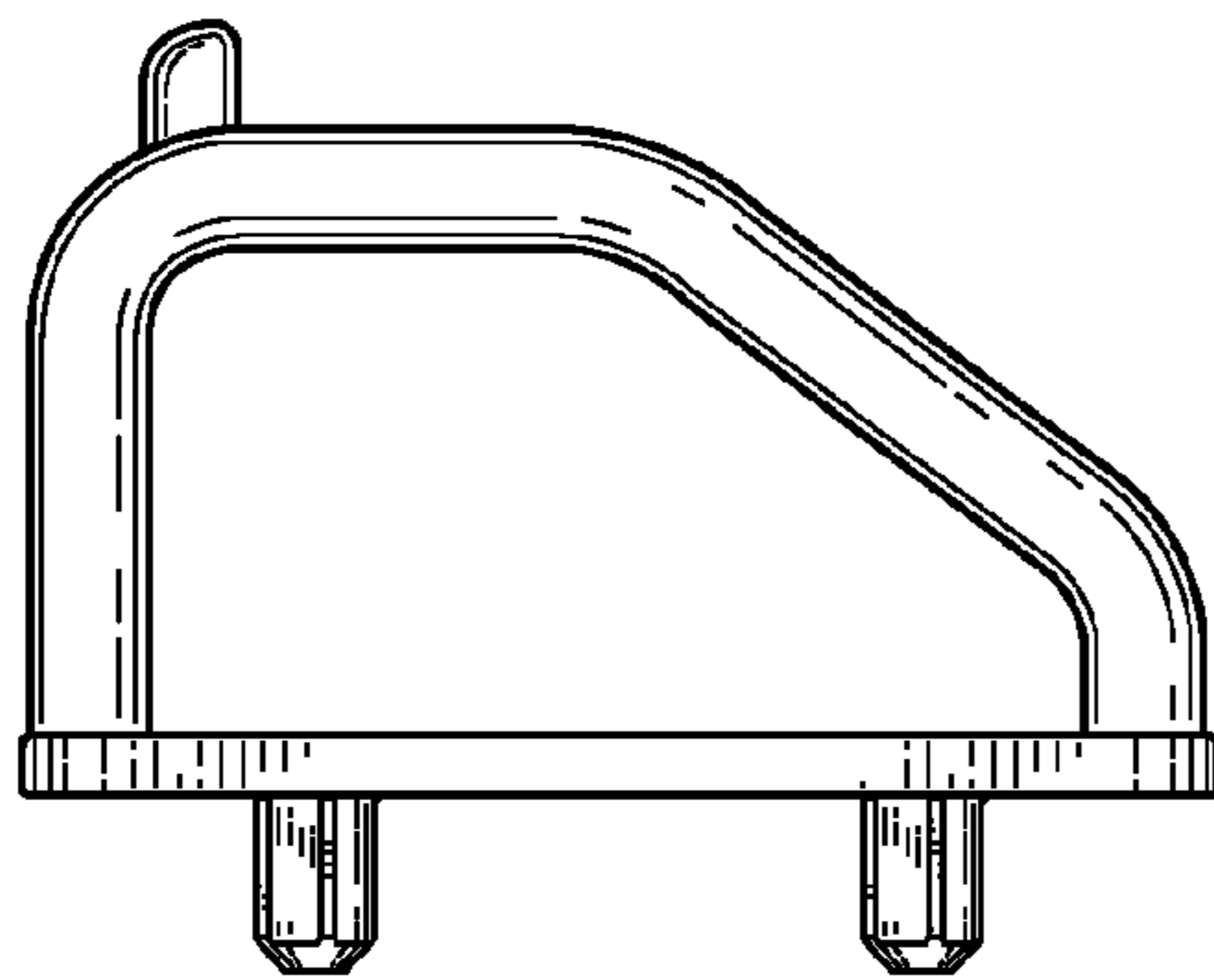


FIG. 31

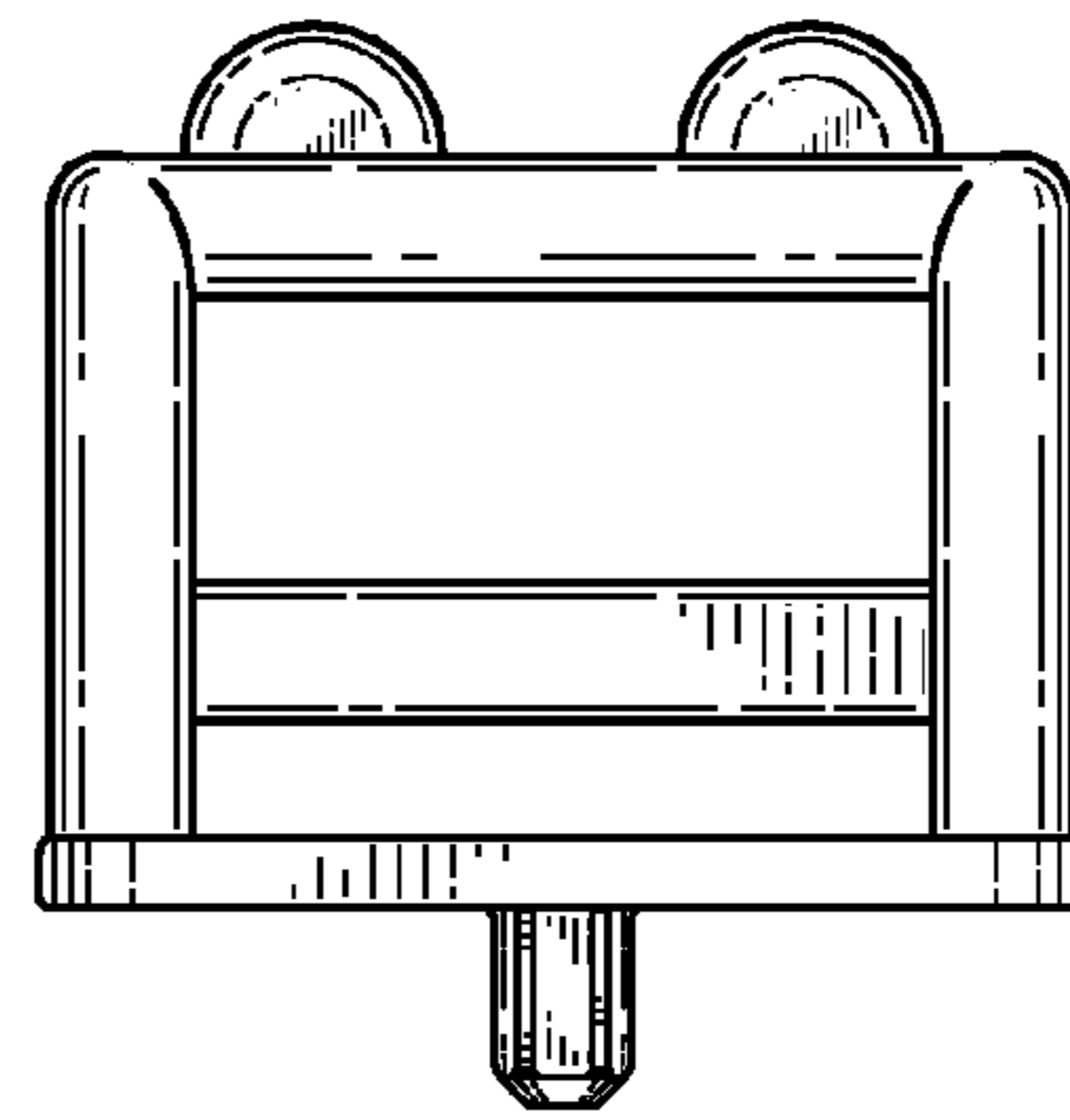


FIG. 32

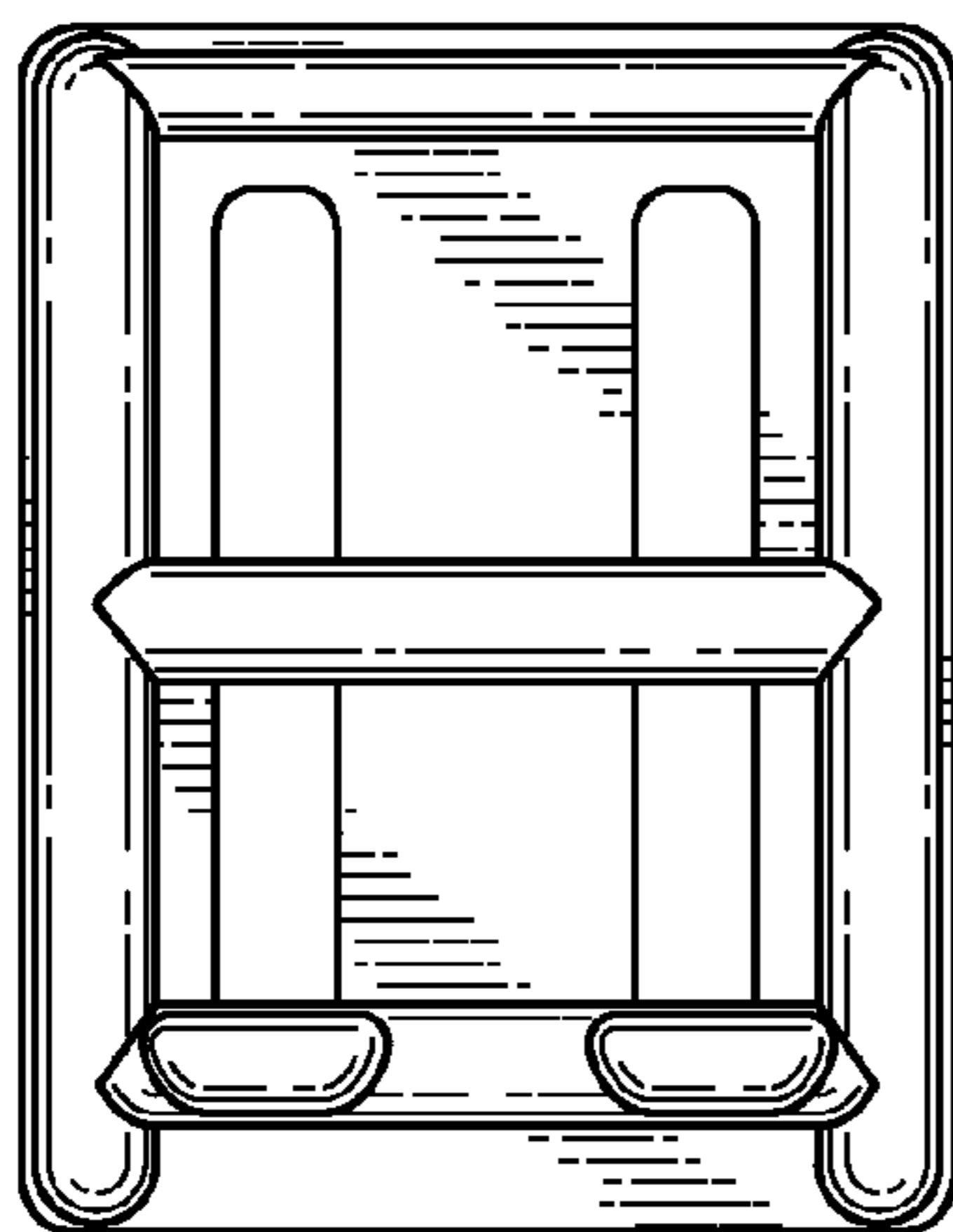


FIG. 33

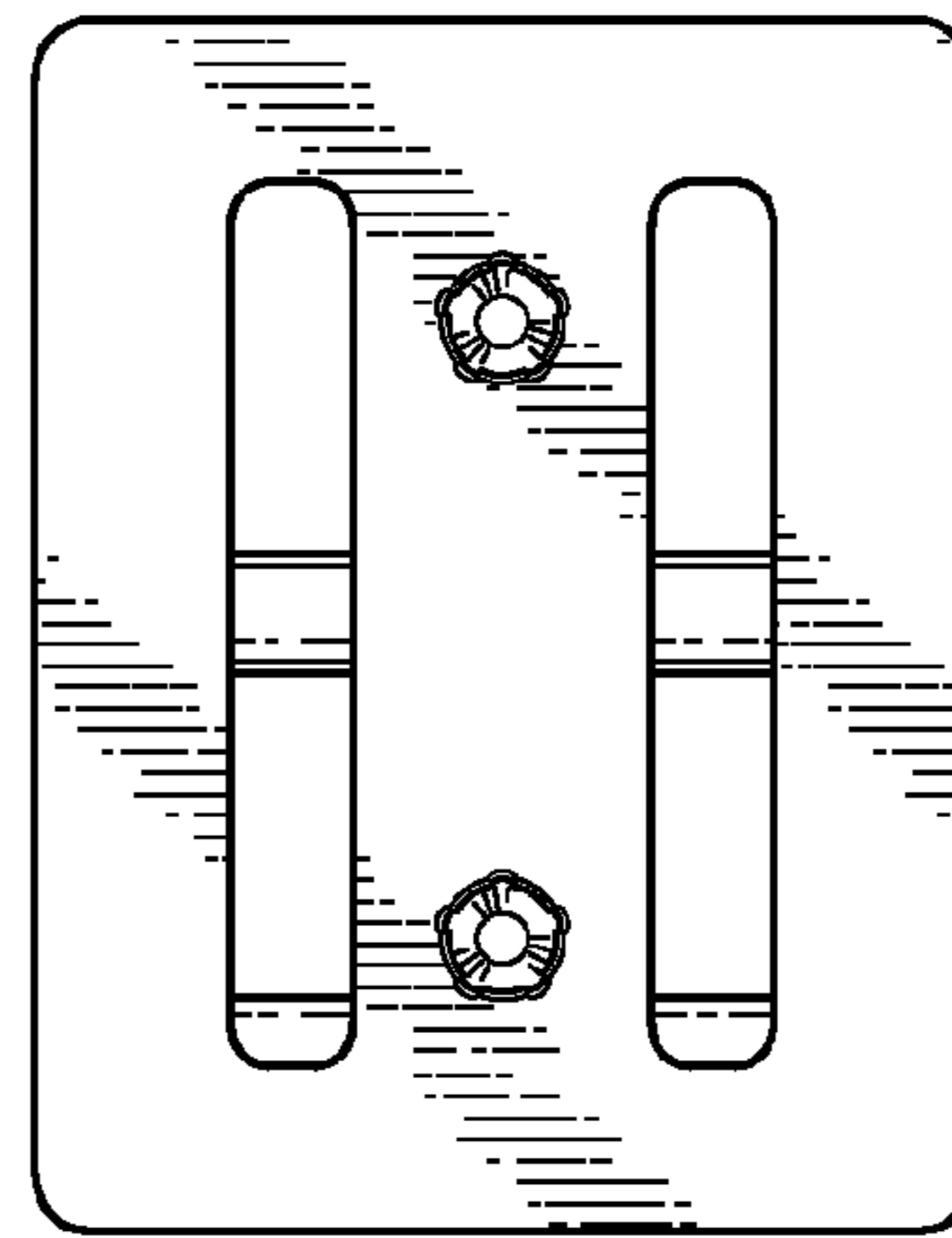


FIG. 34

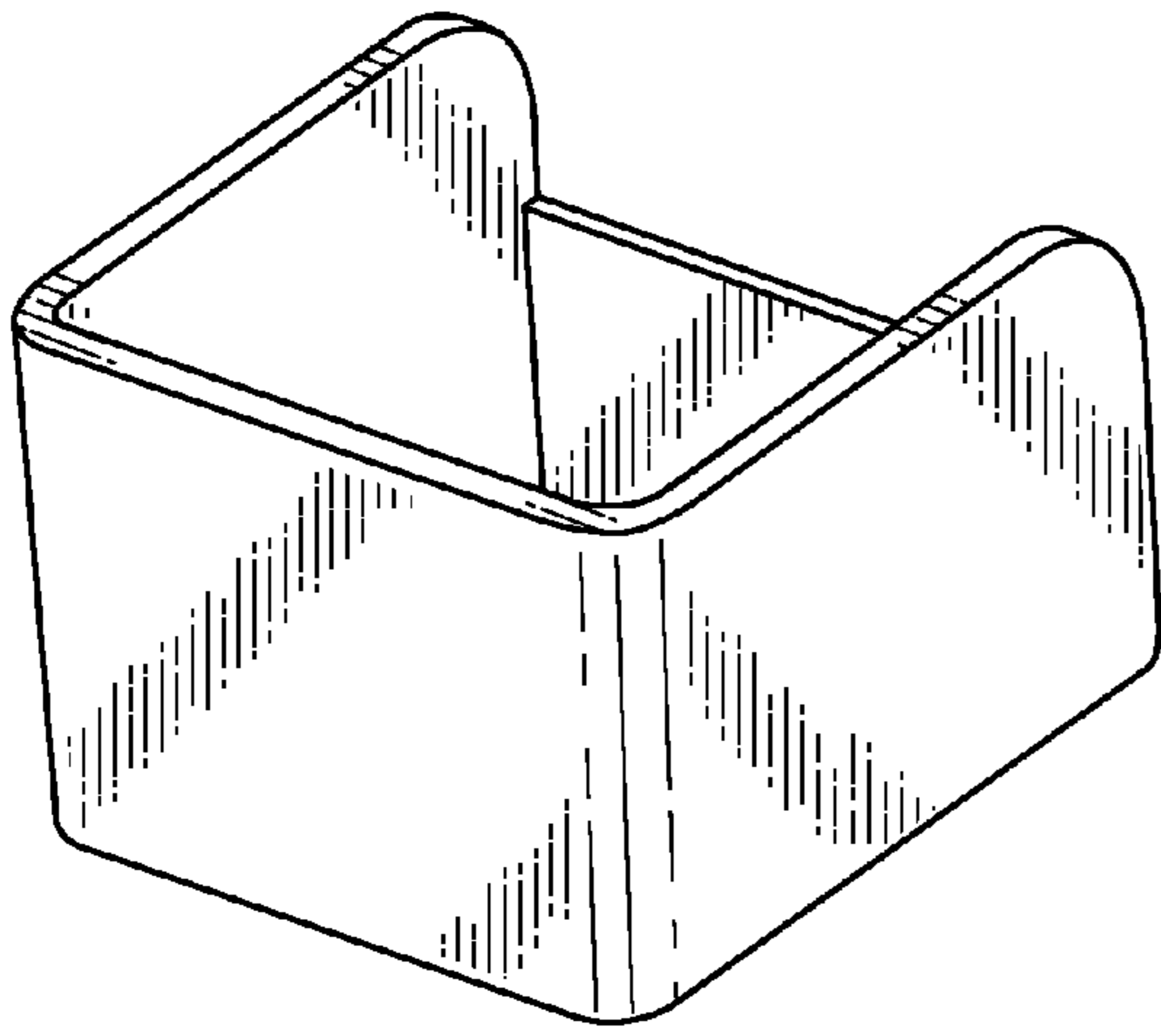


FIG. 35

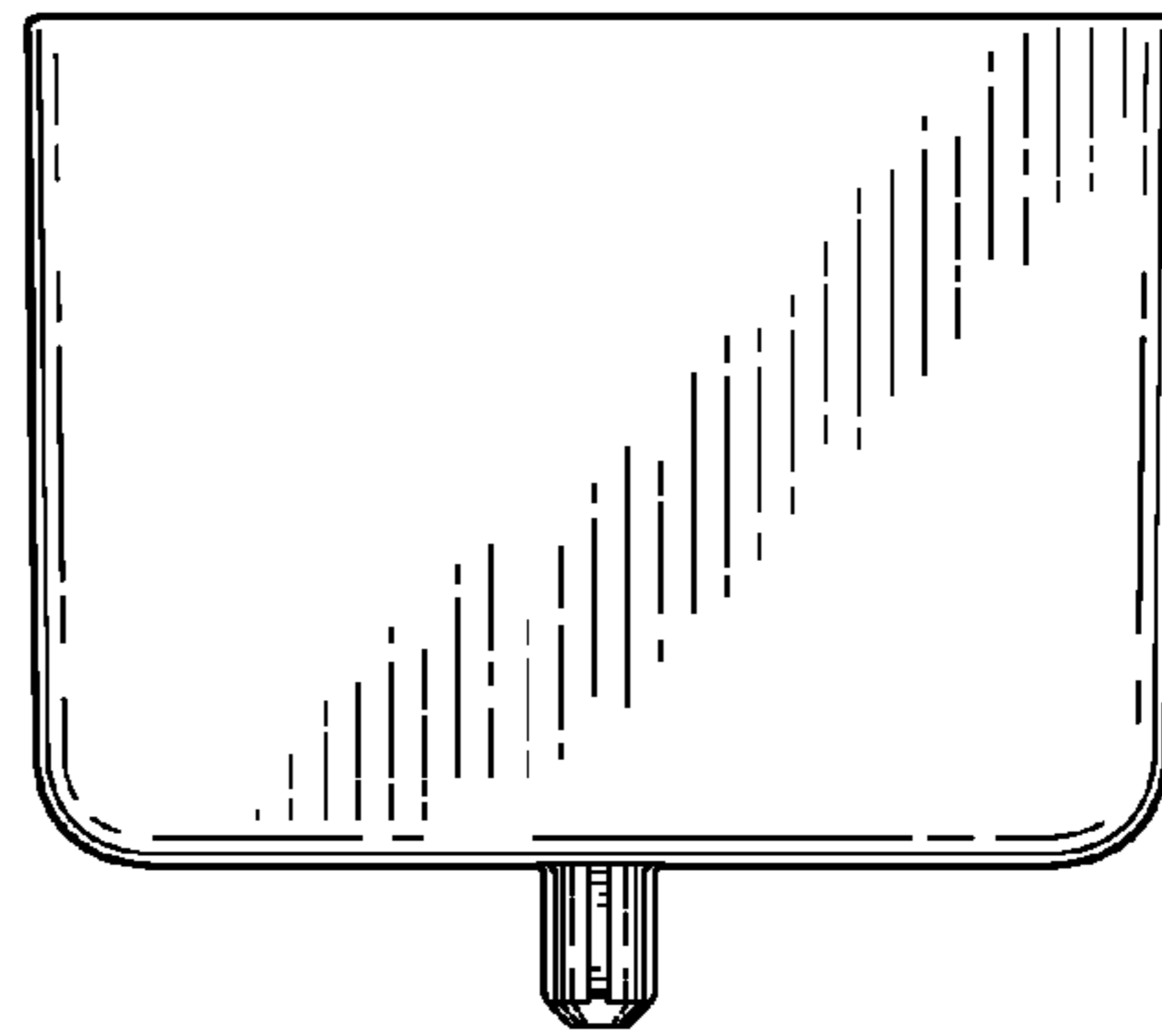


FIG. 36

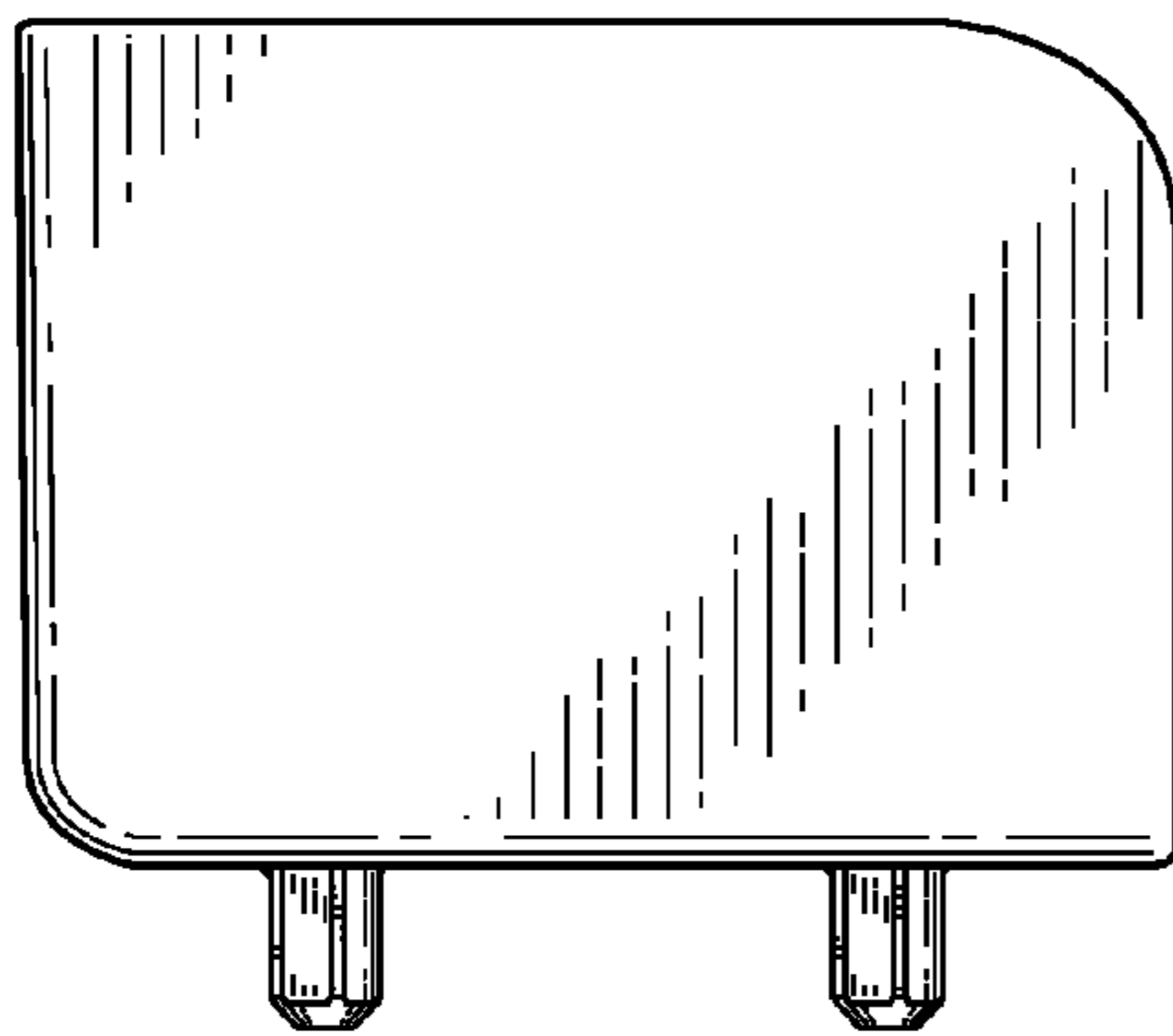


FIG. 37

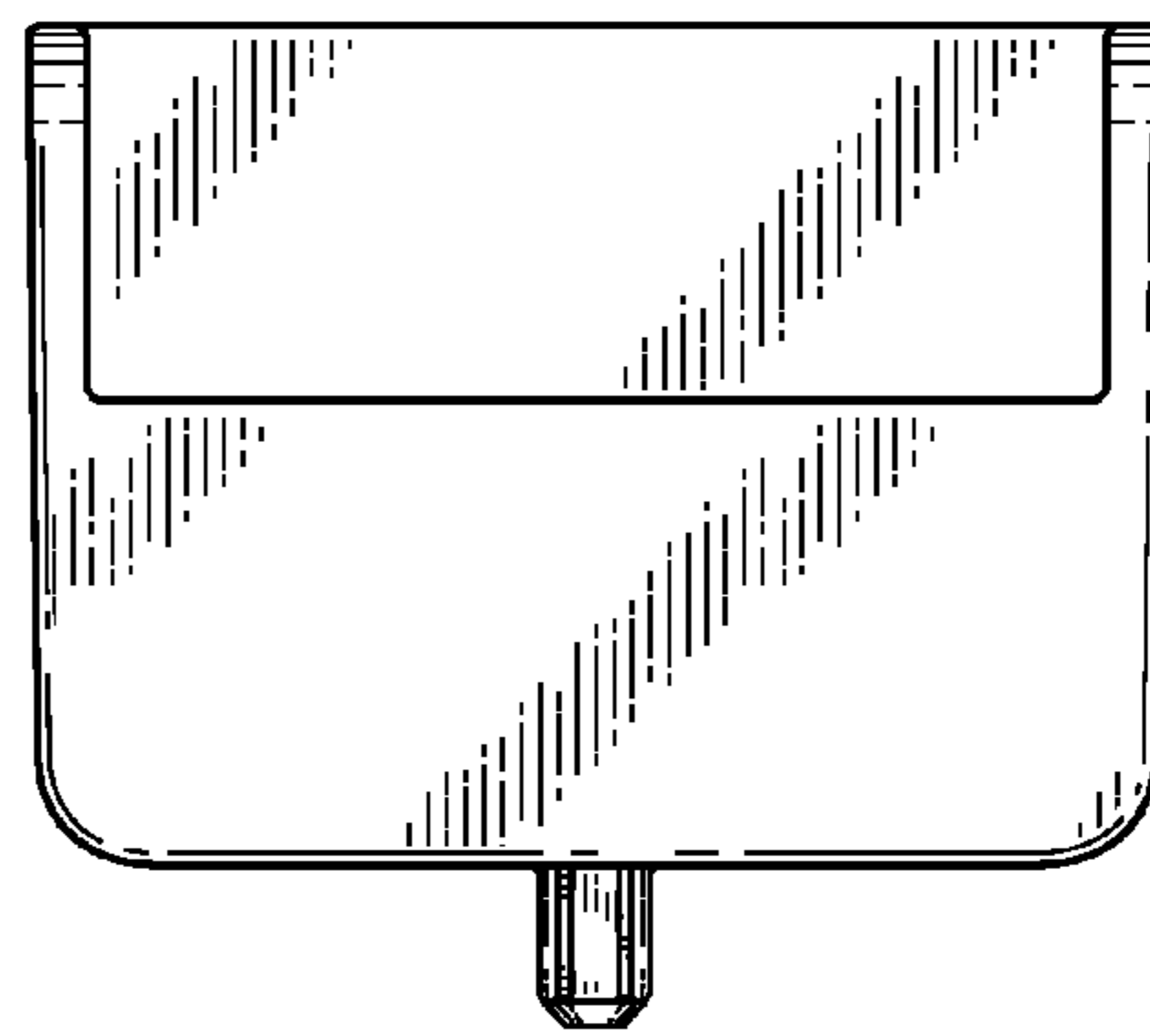


FIG. 38

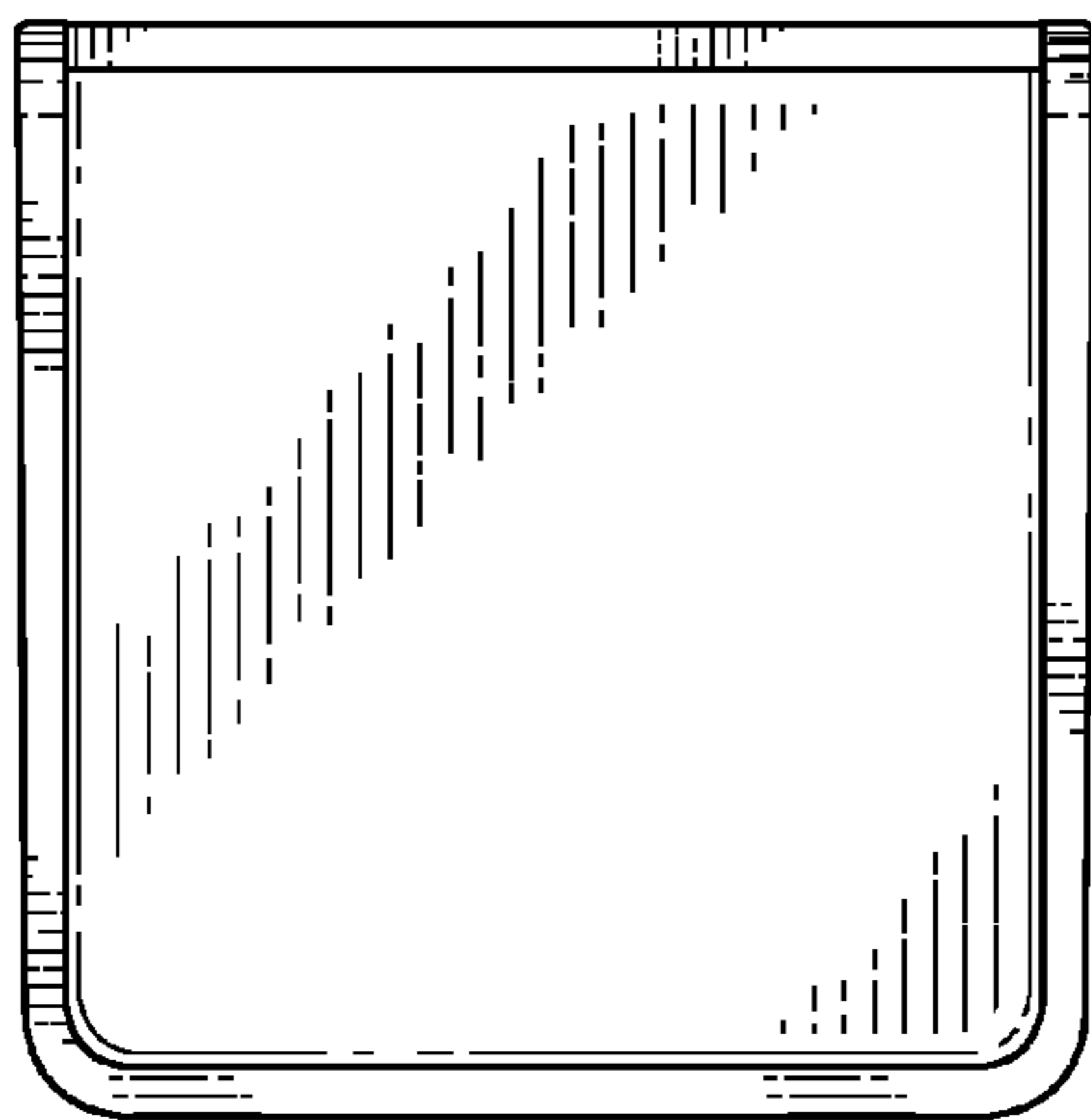


FIG. 39

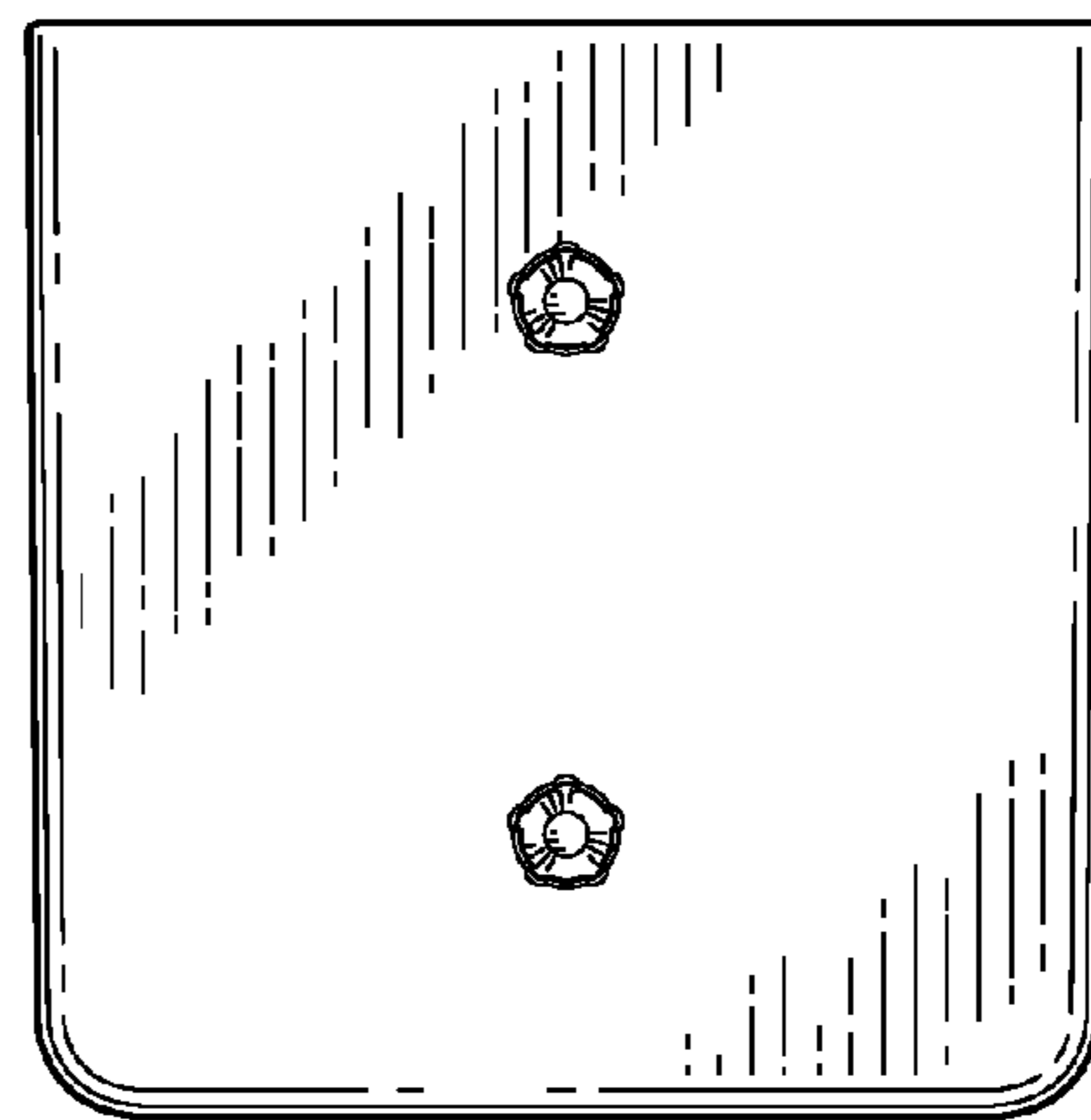


FIG. 40

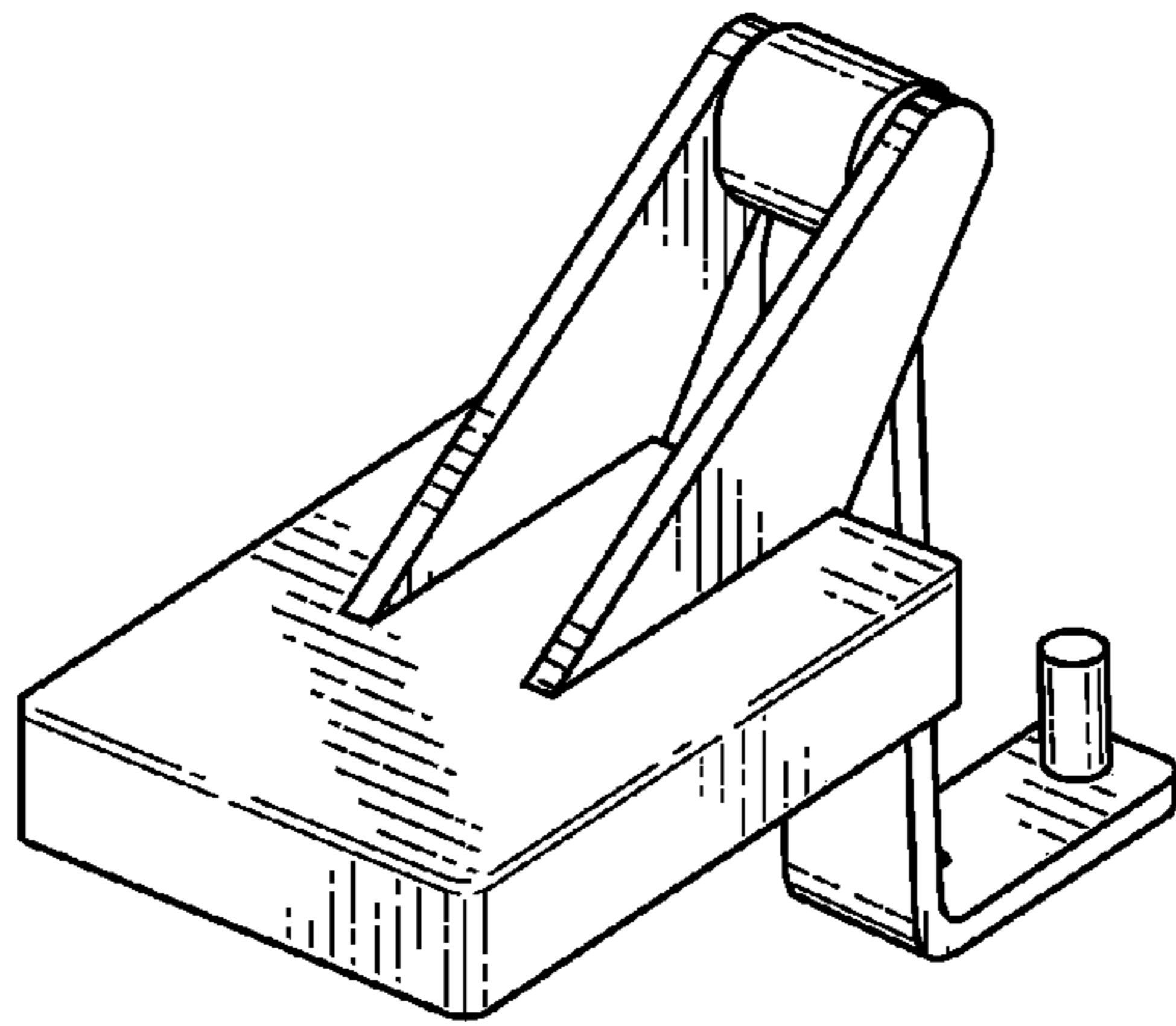


FIG. 41

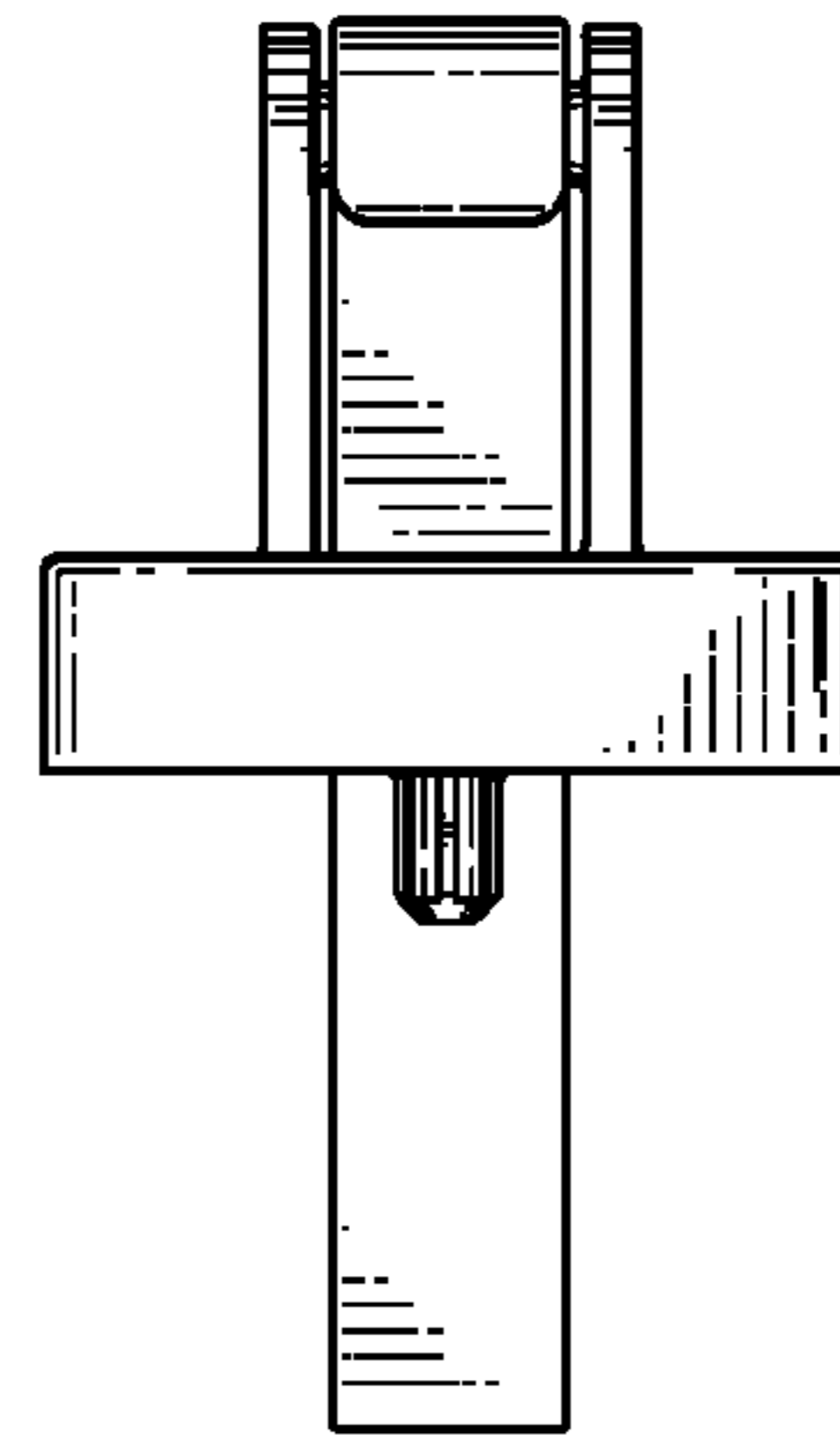


FIG. 42

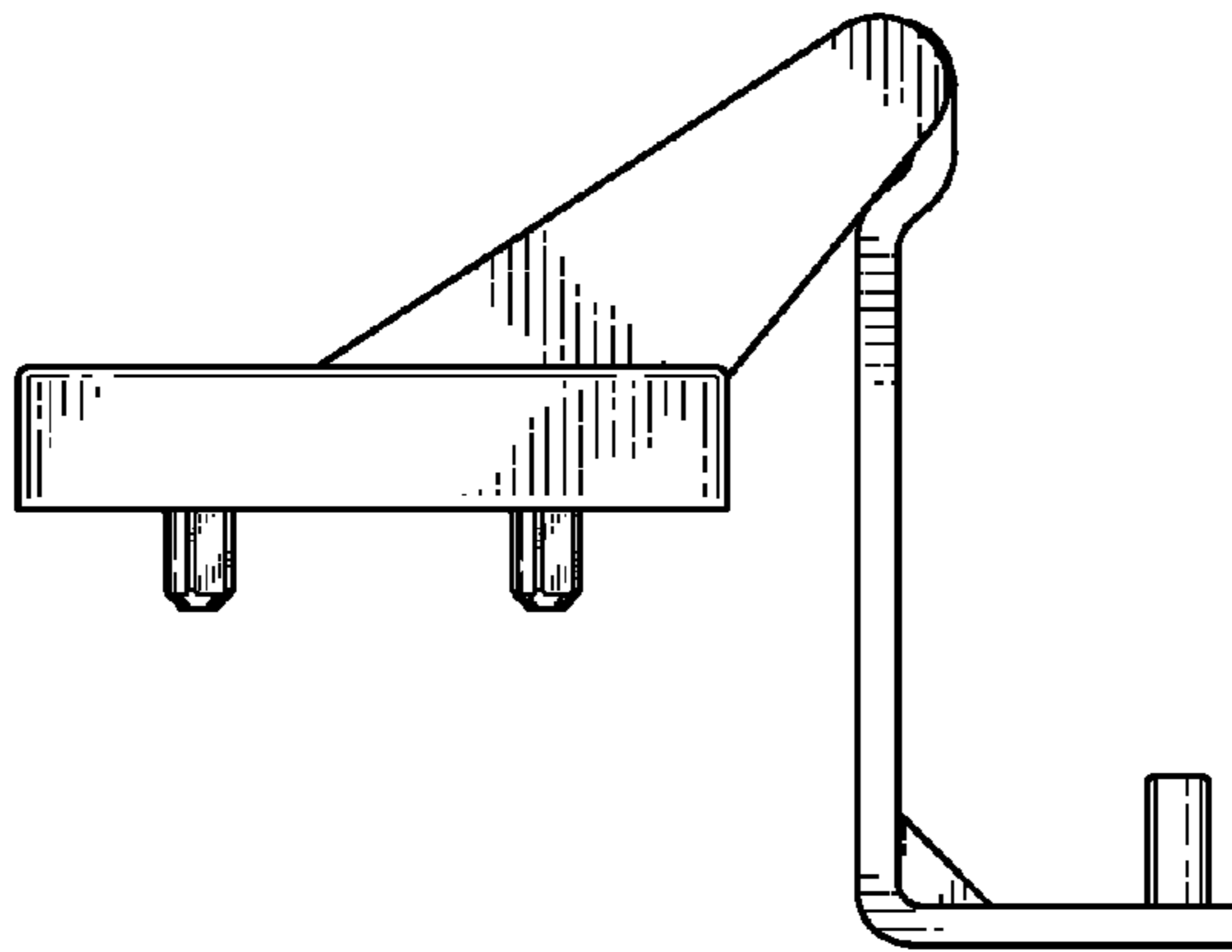


FIG. 43

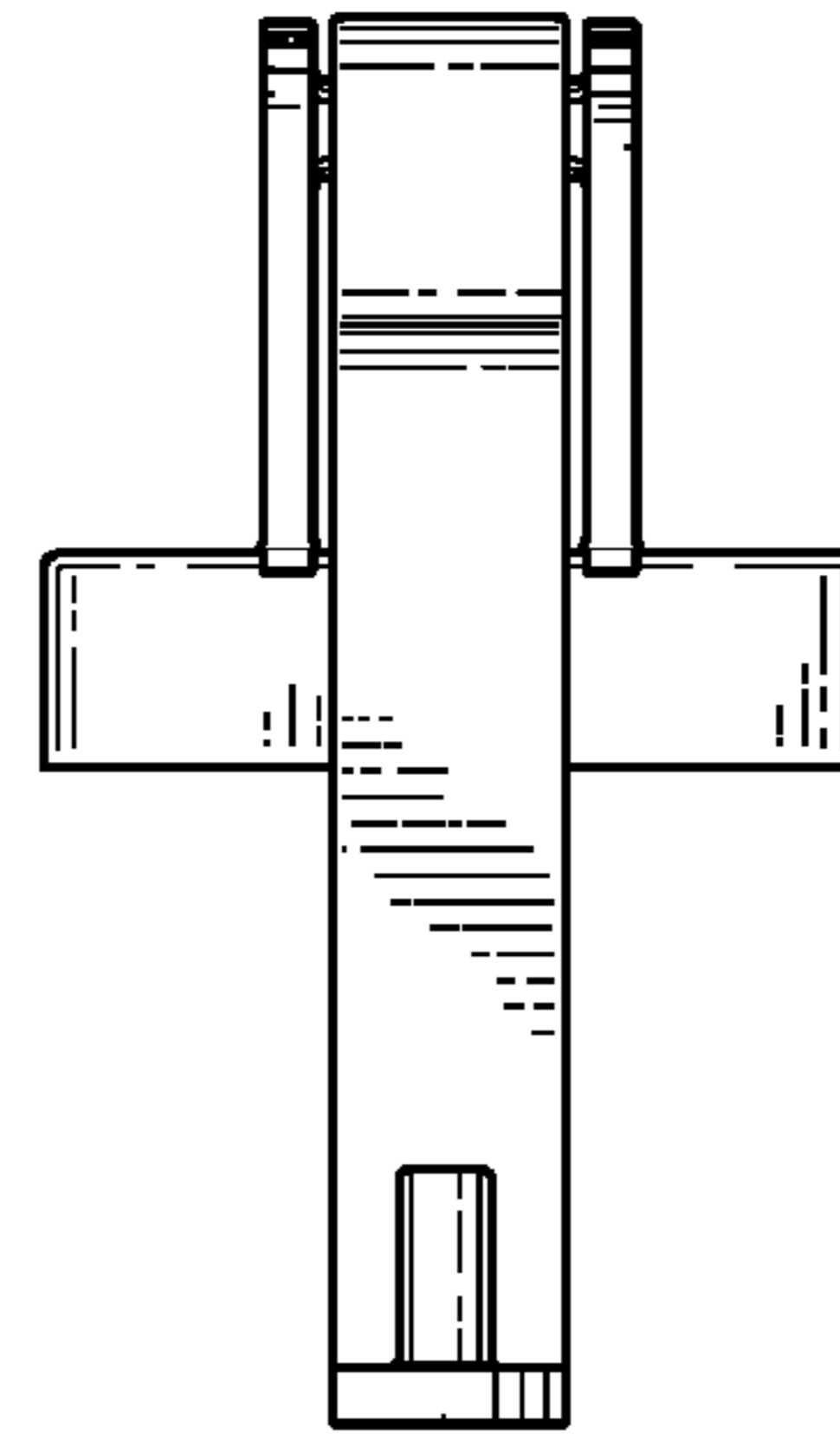


FIG. 44

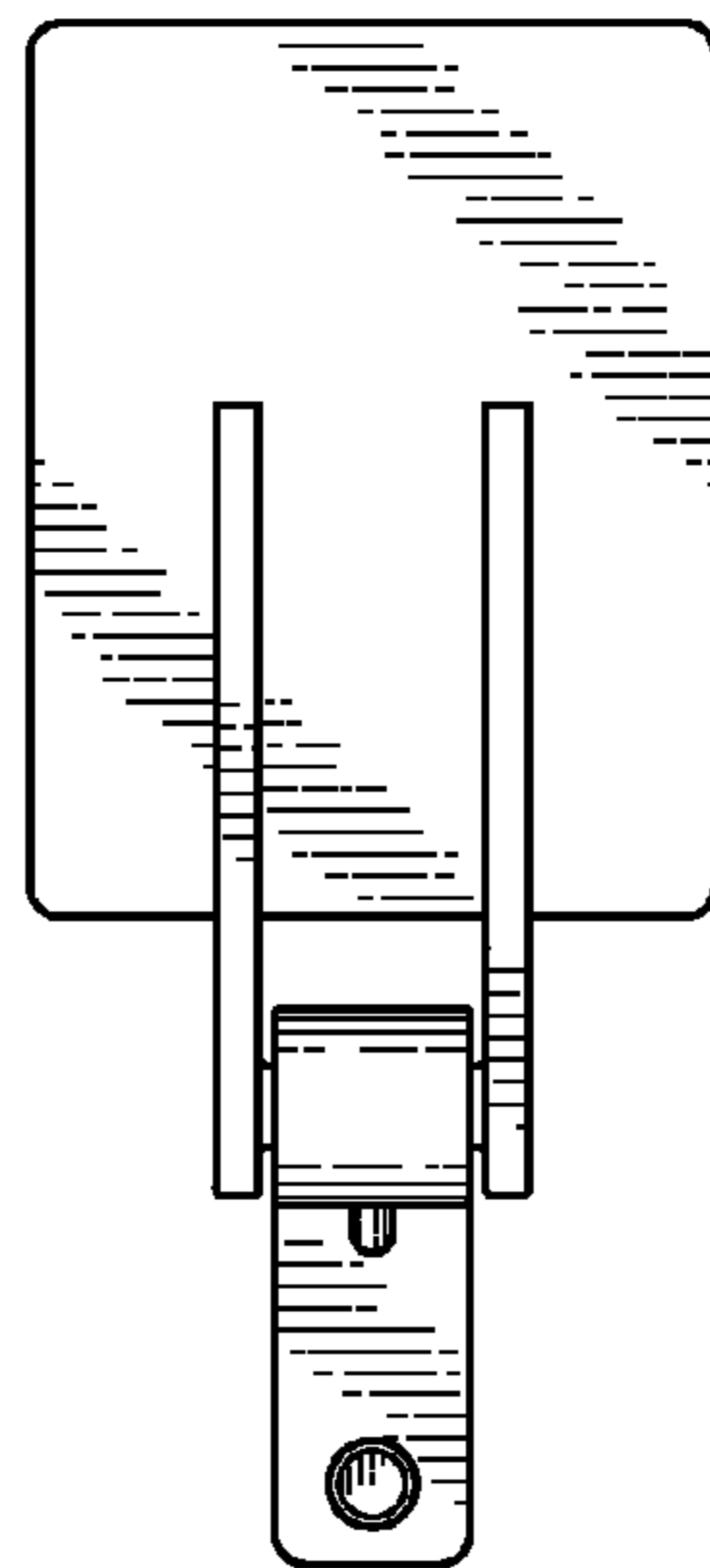


FIG. 45

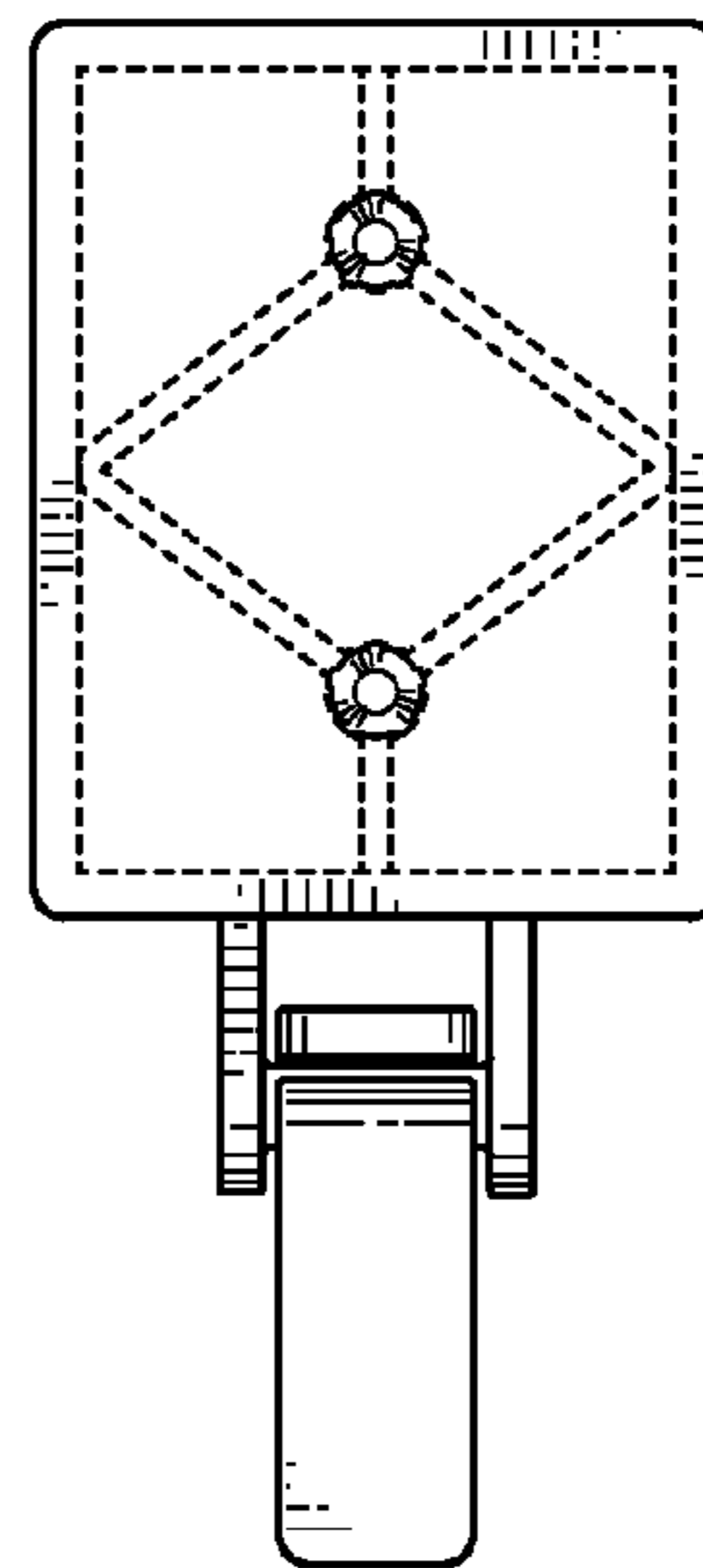


FIG. 46

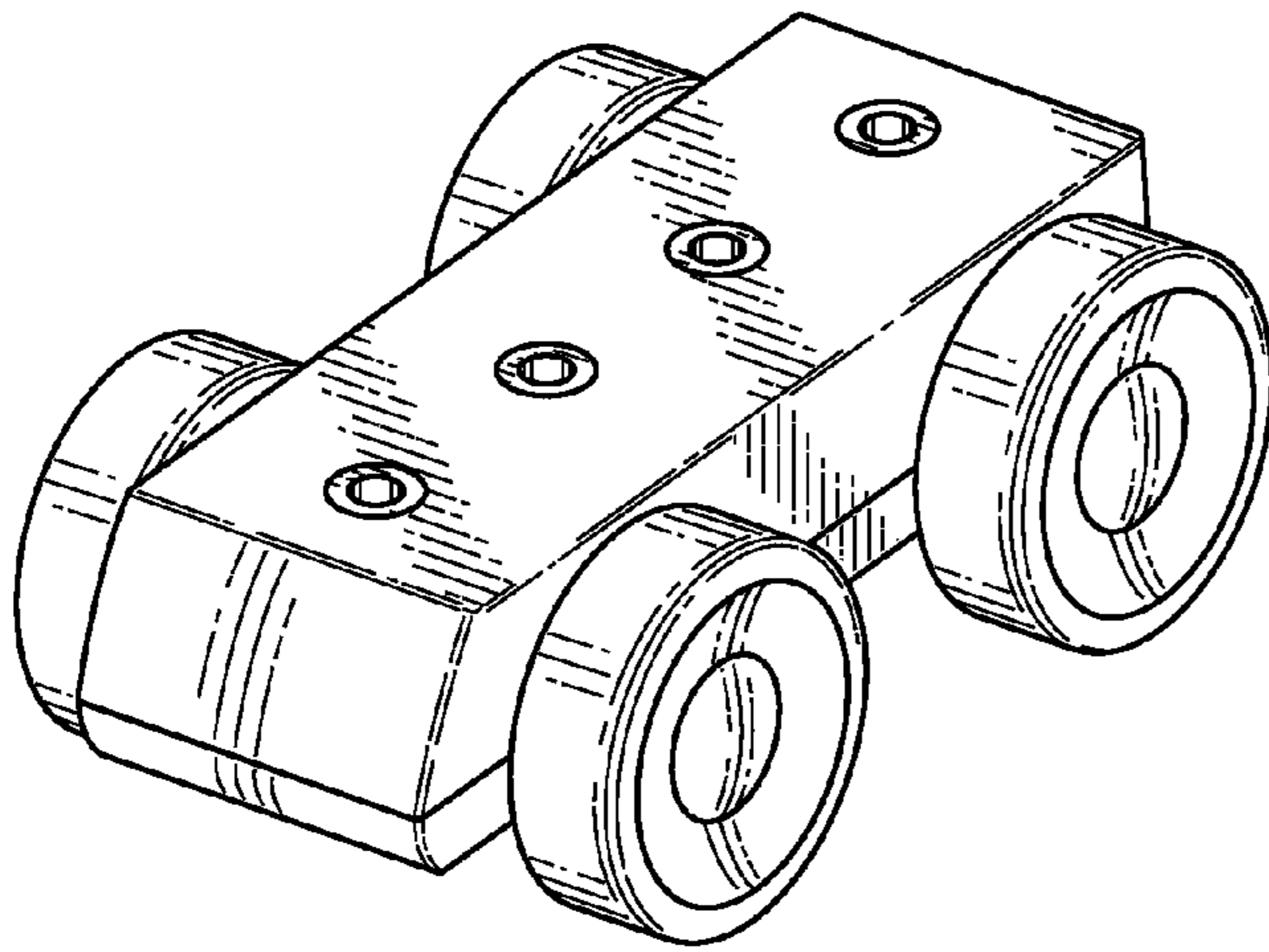


FIG. 47

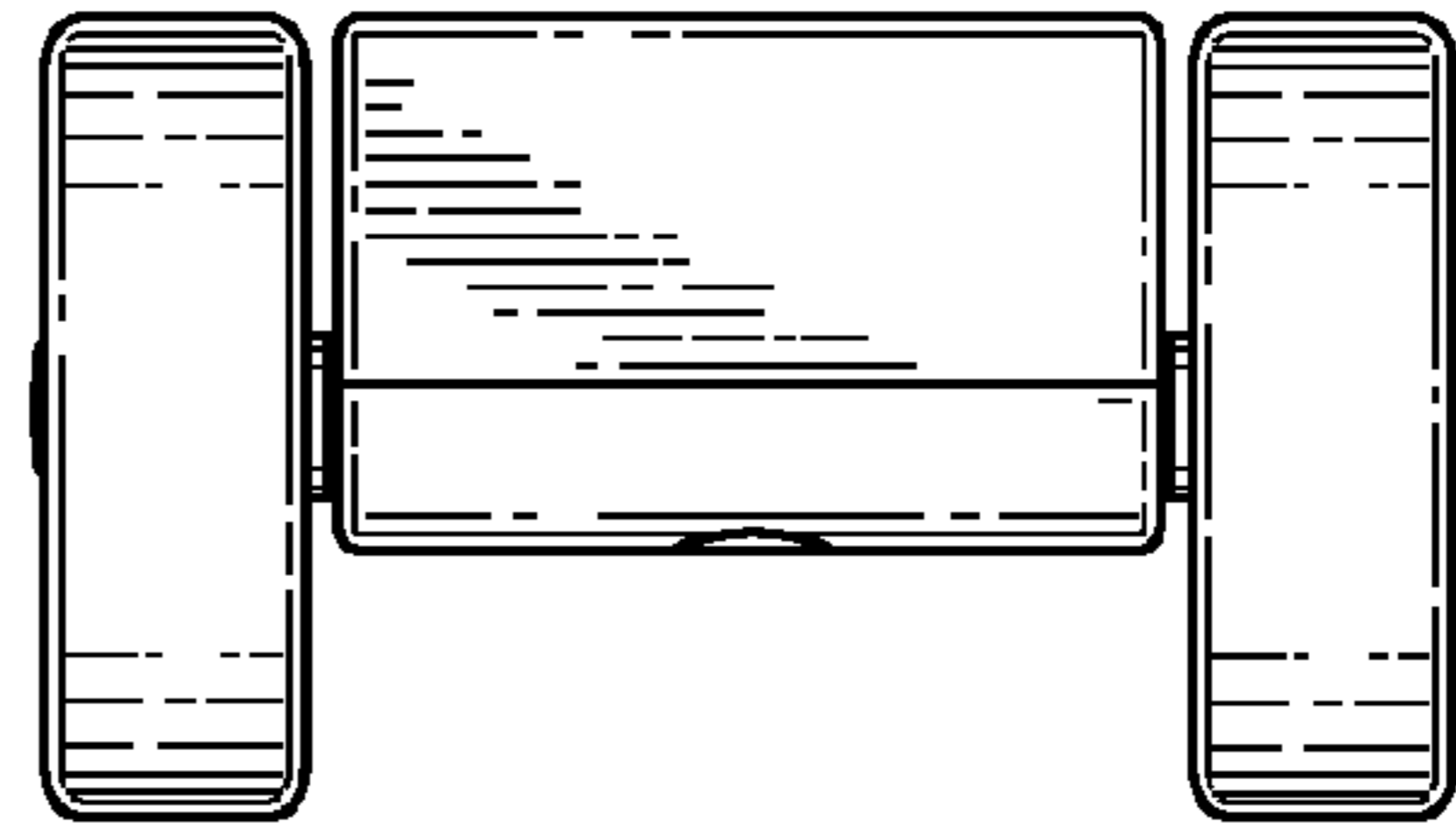


FIG. 48

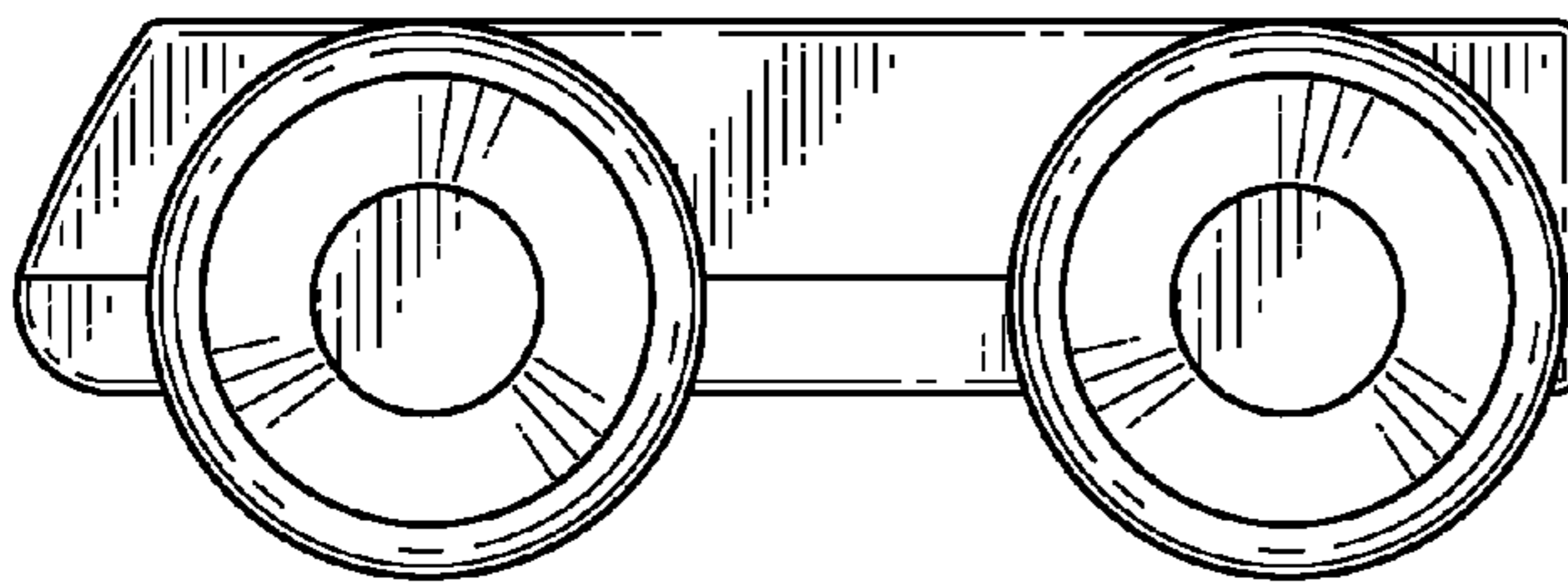


FIG. 49

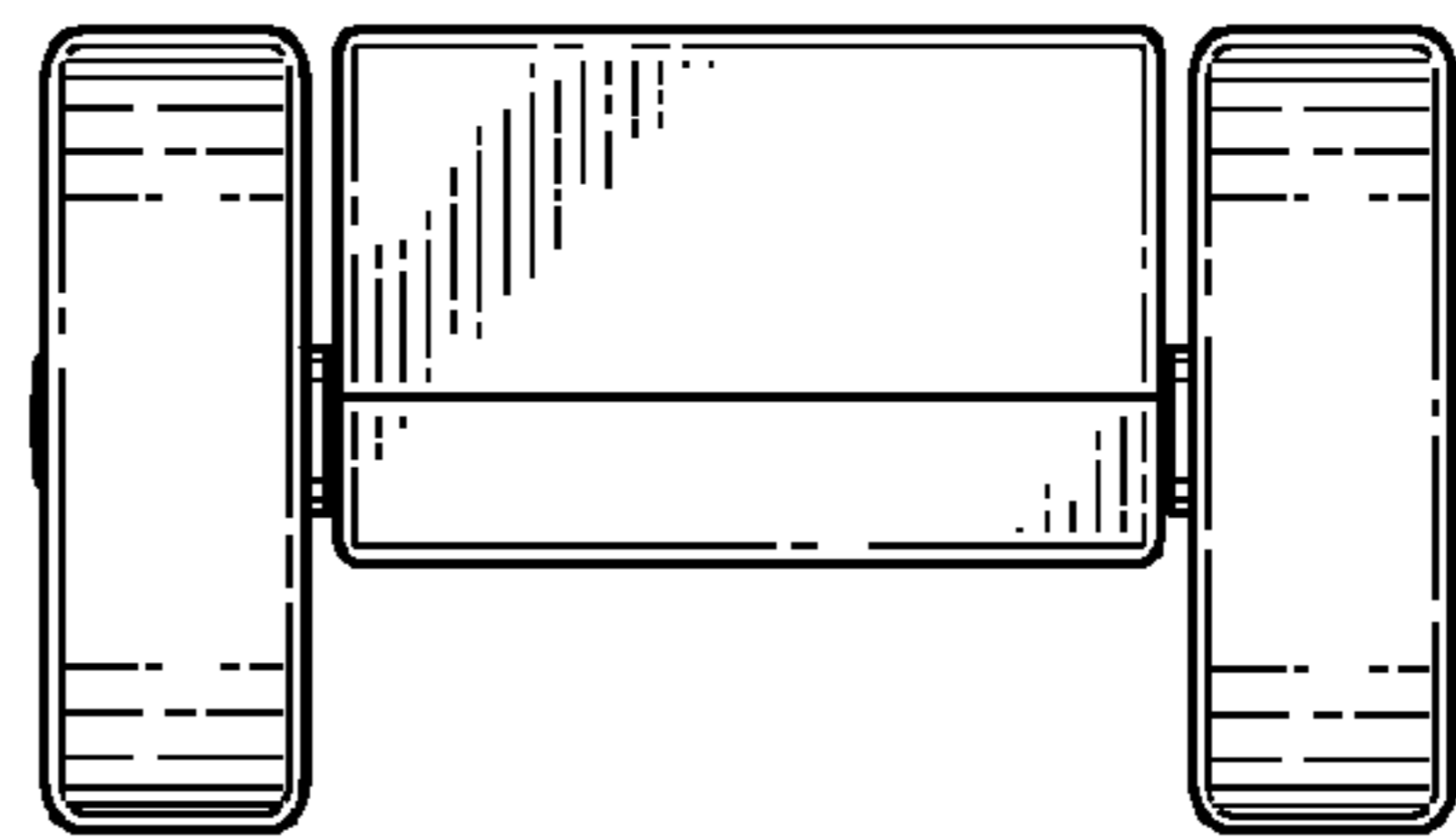


FIG. 50

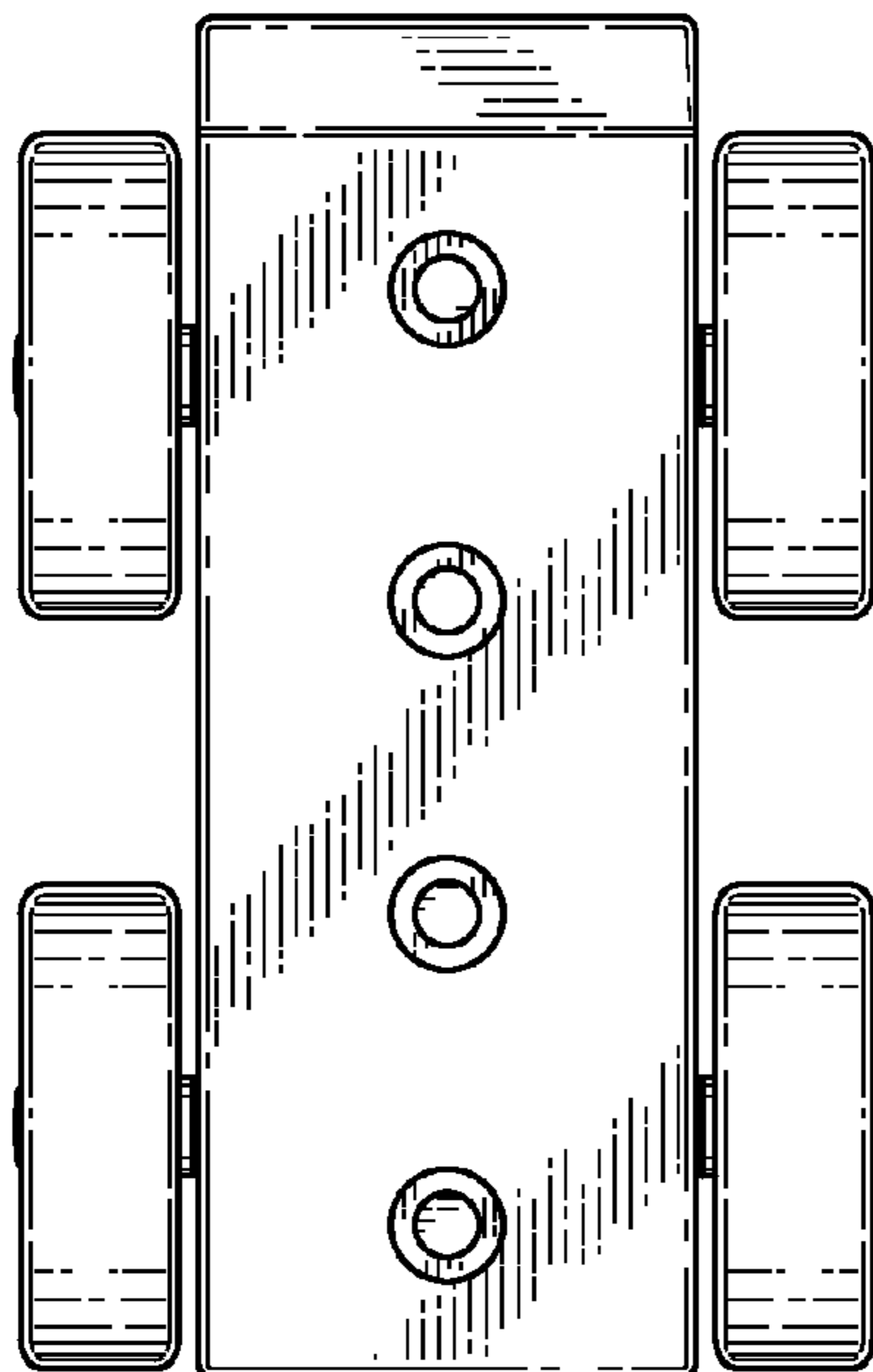


FIG. 51

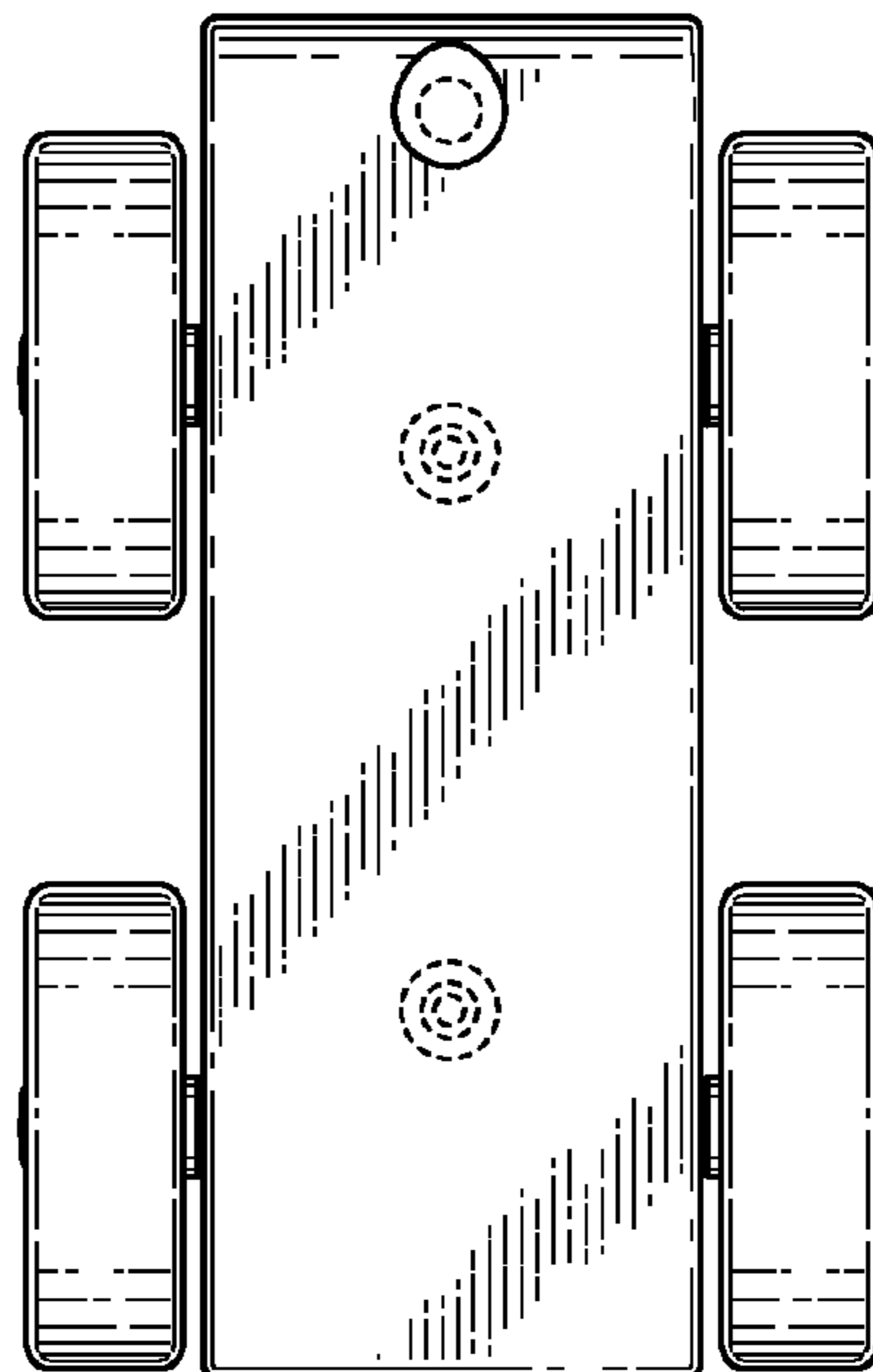


FIG. 52

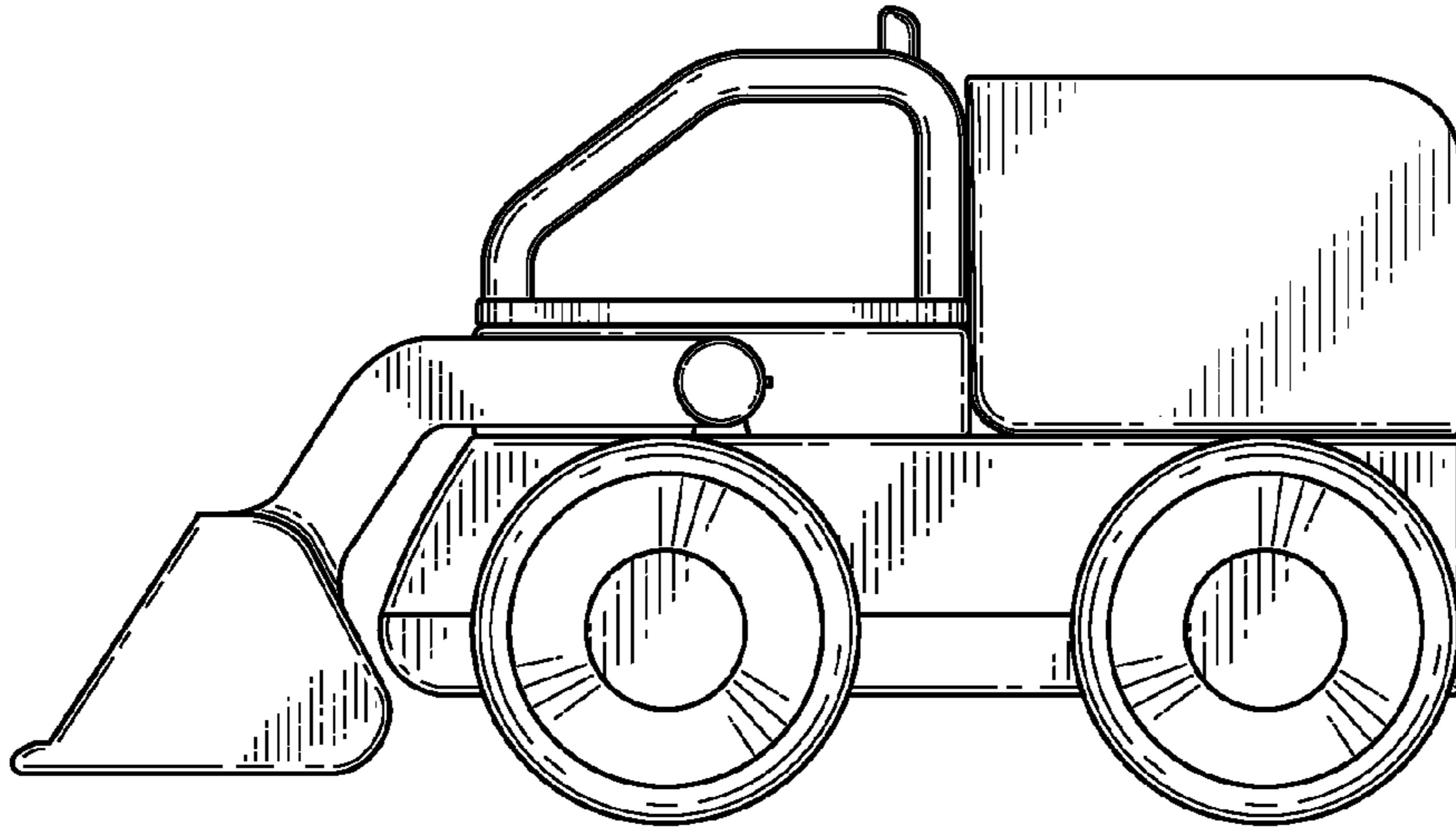


FIG. 53

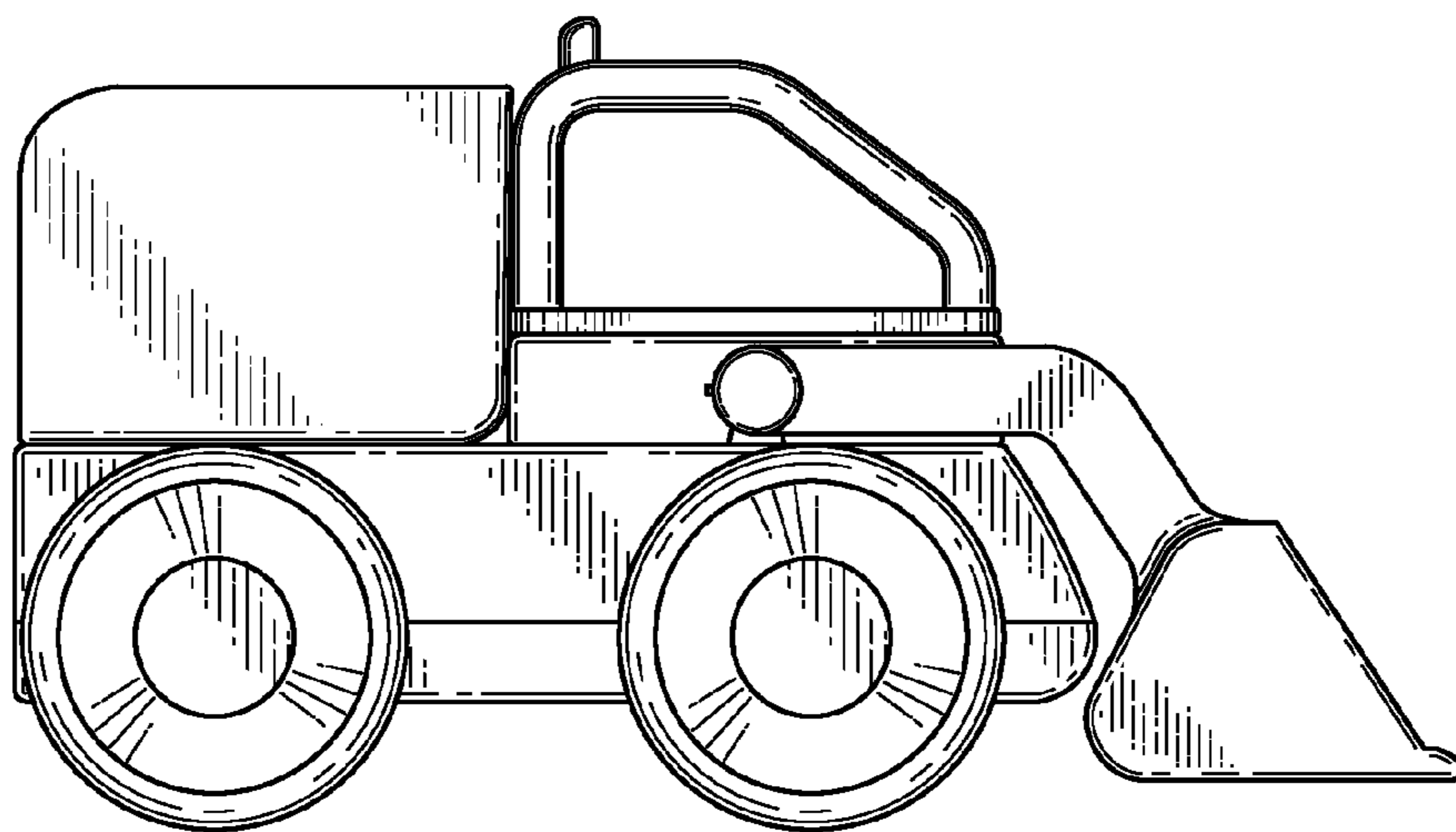


FIG. 54

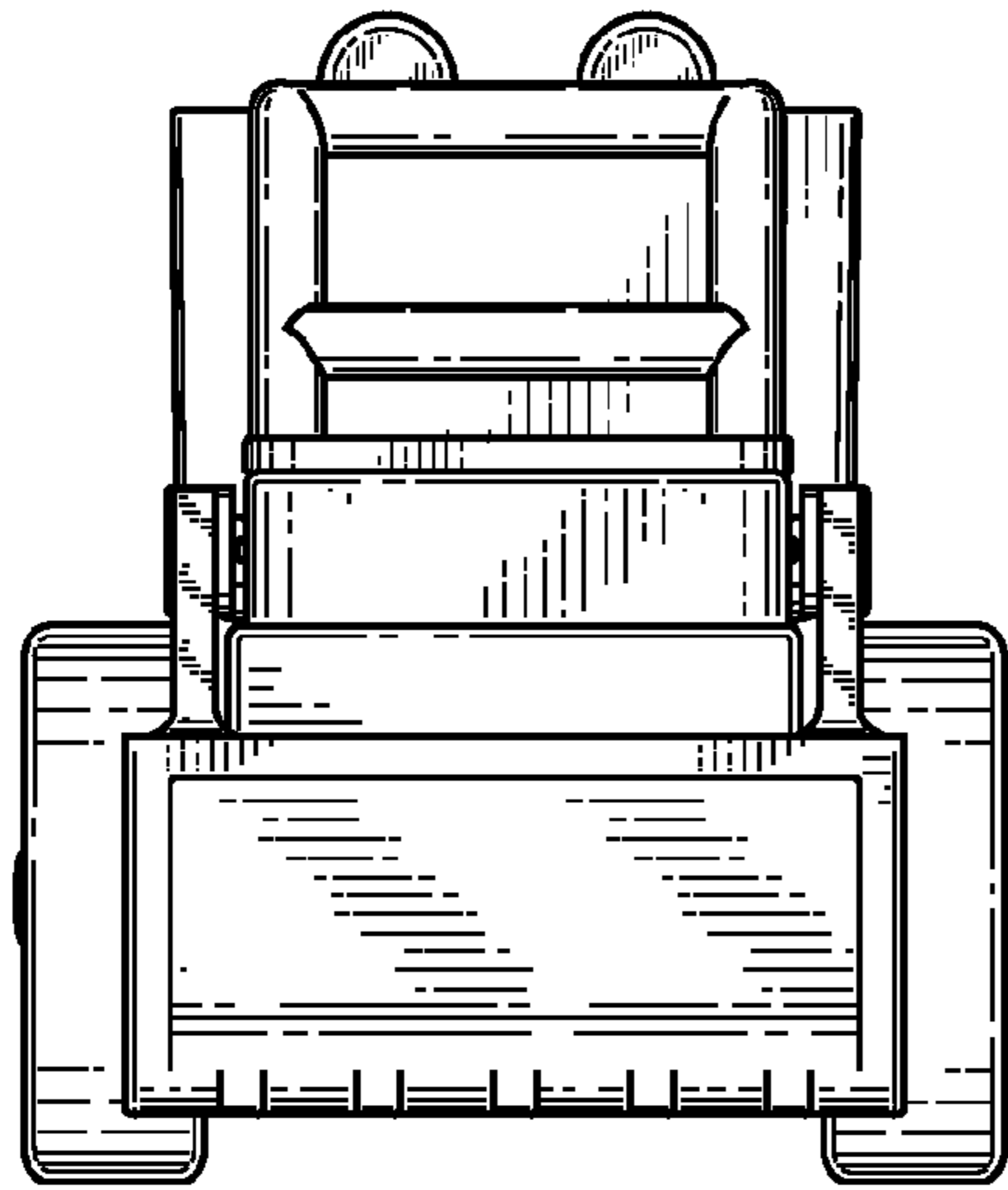


FIG. 55

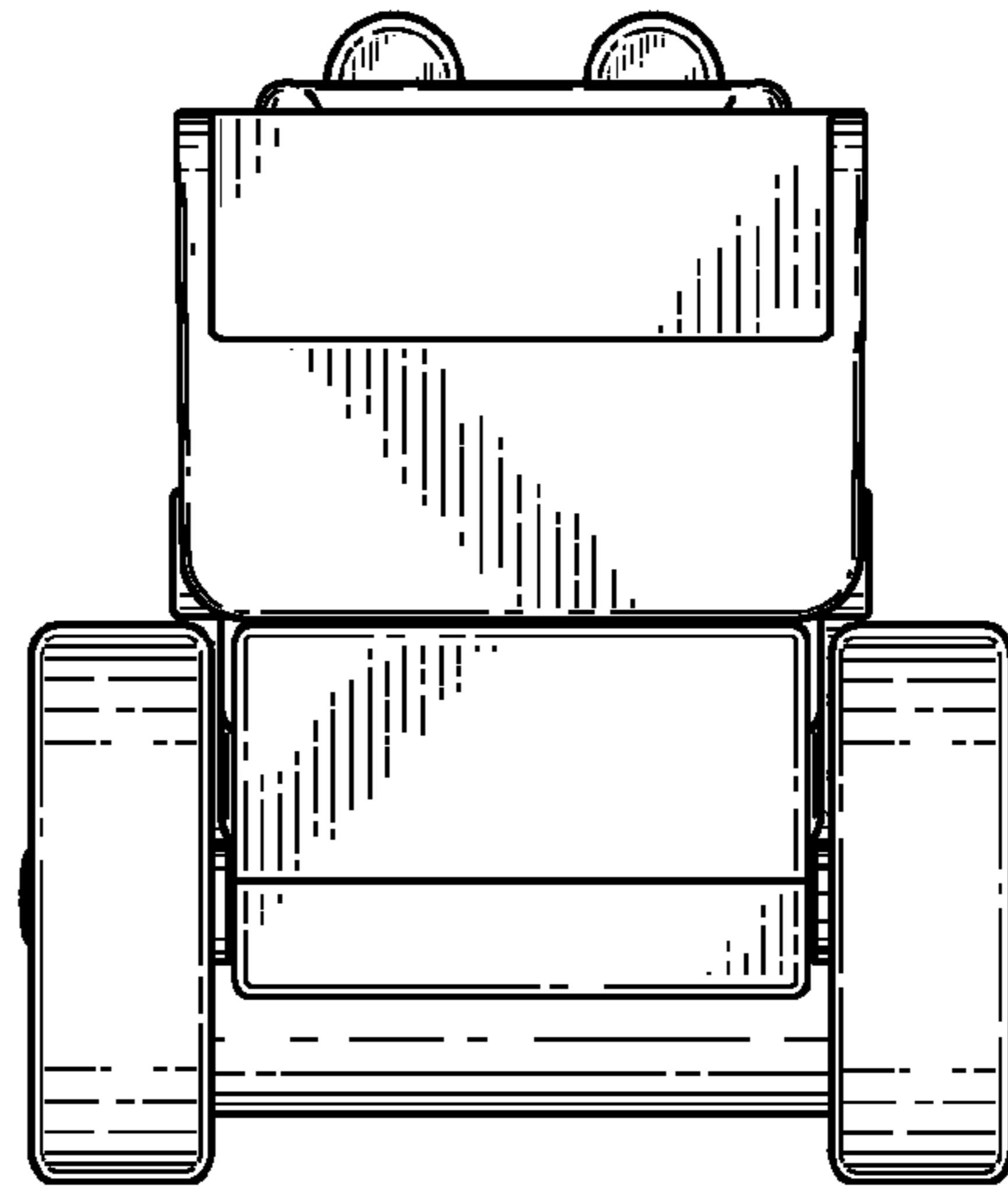


FIG. 56

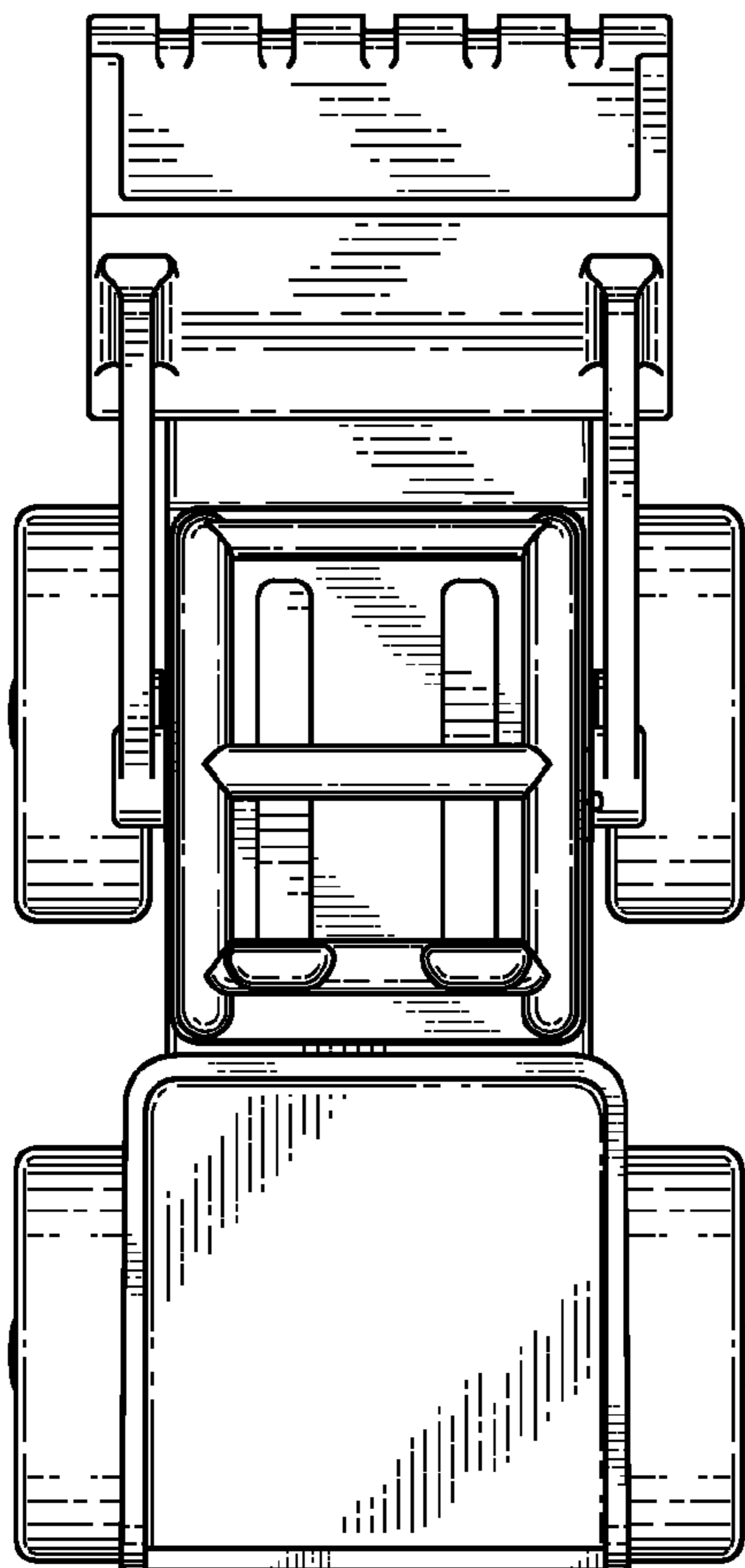


FIG. 57

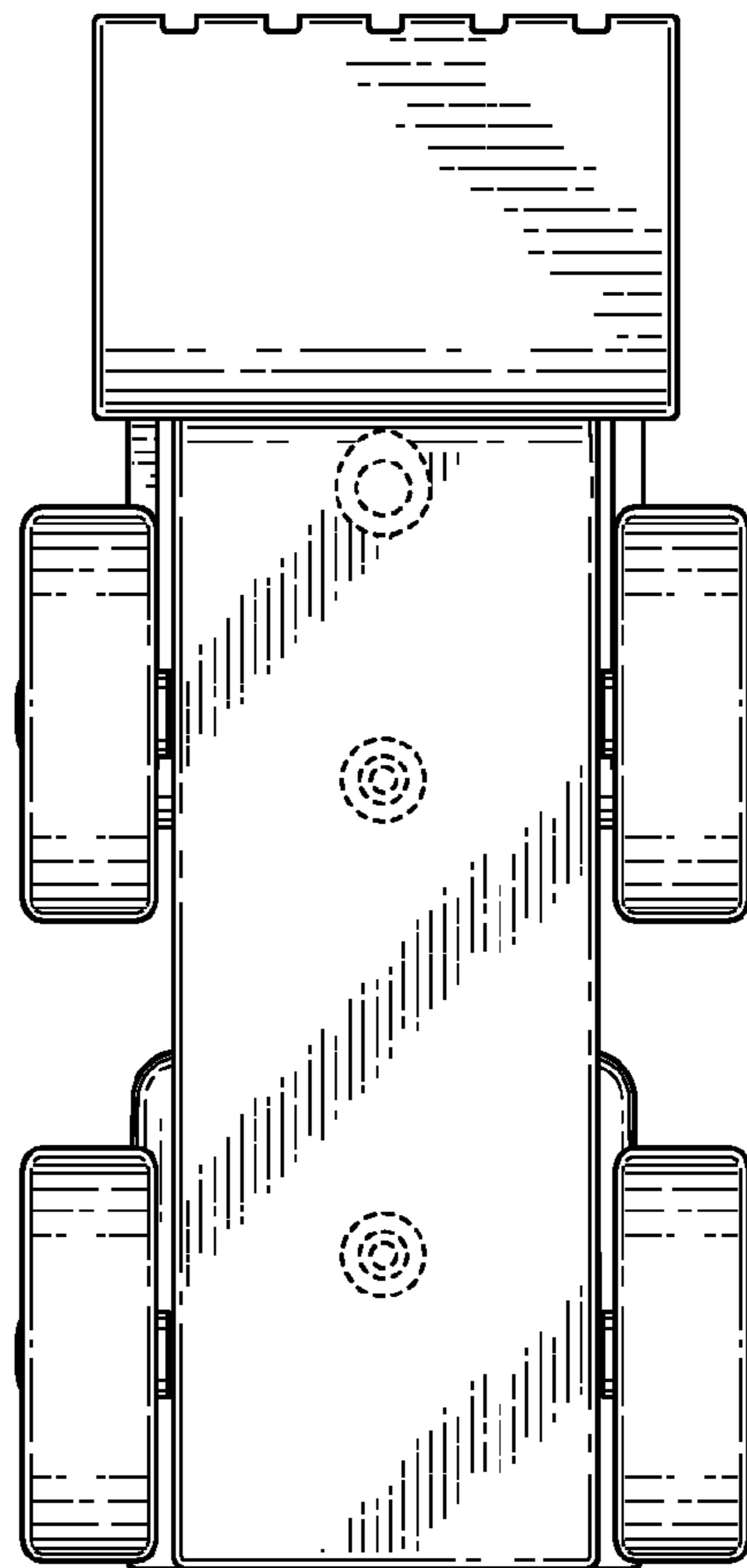


FIG. 58

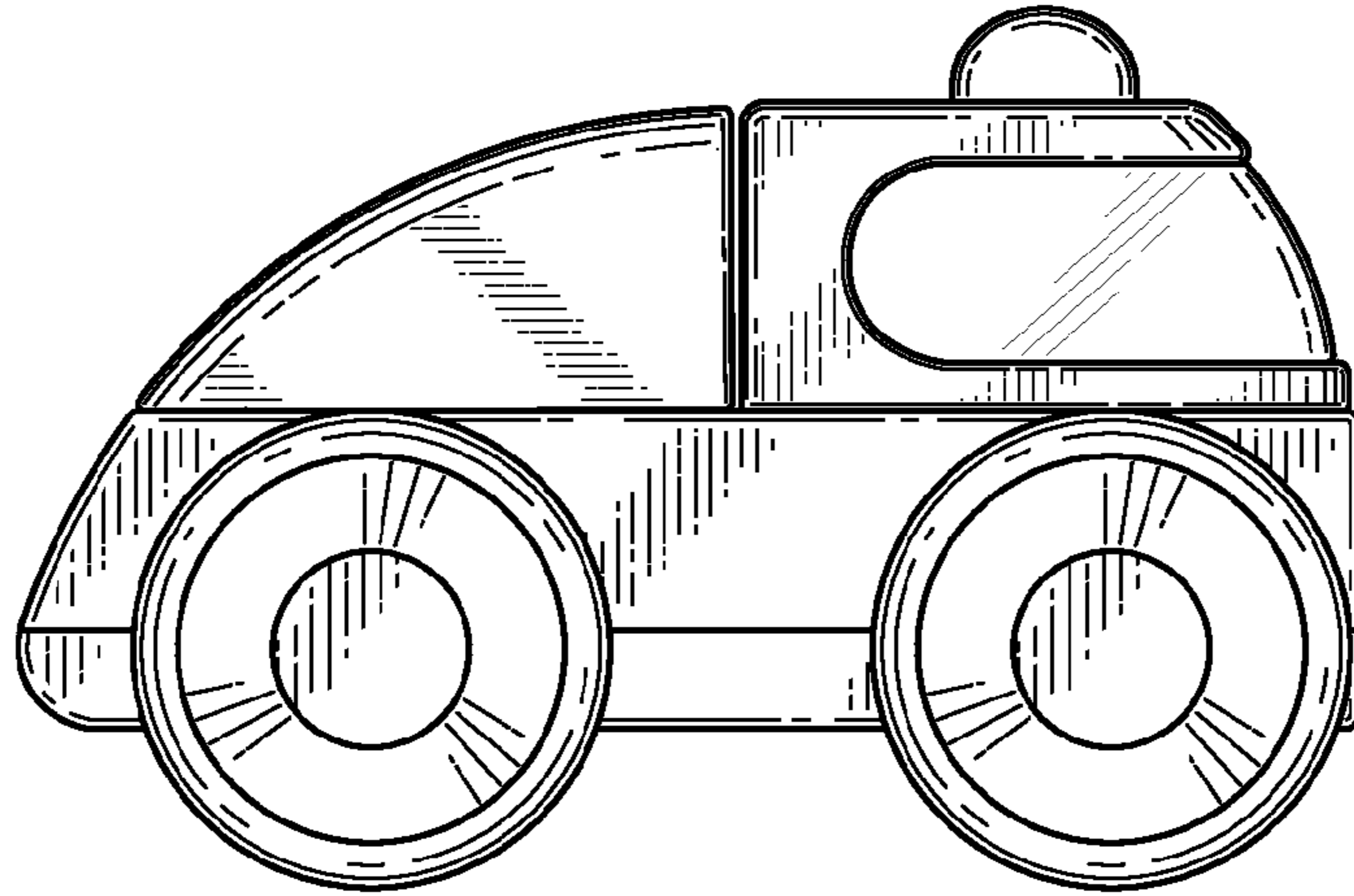


FIG. 59

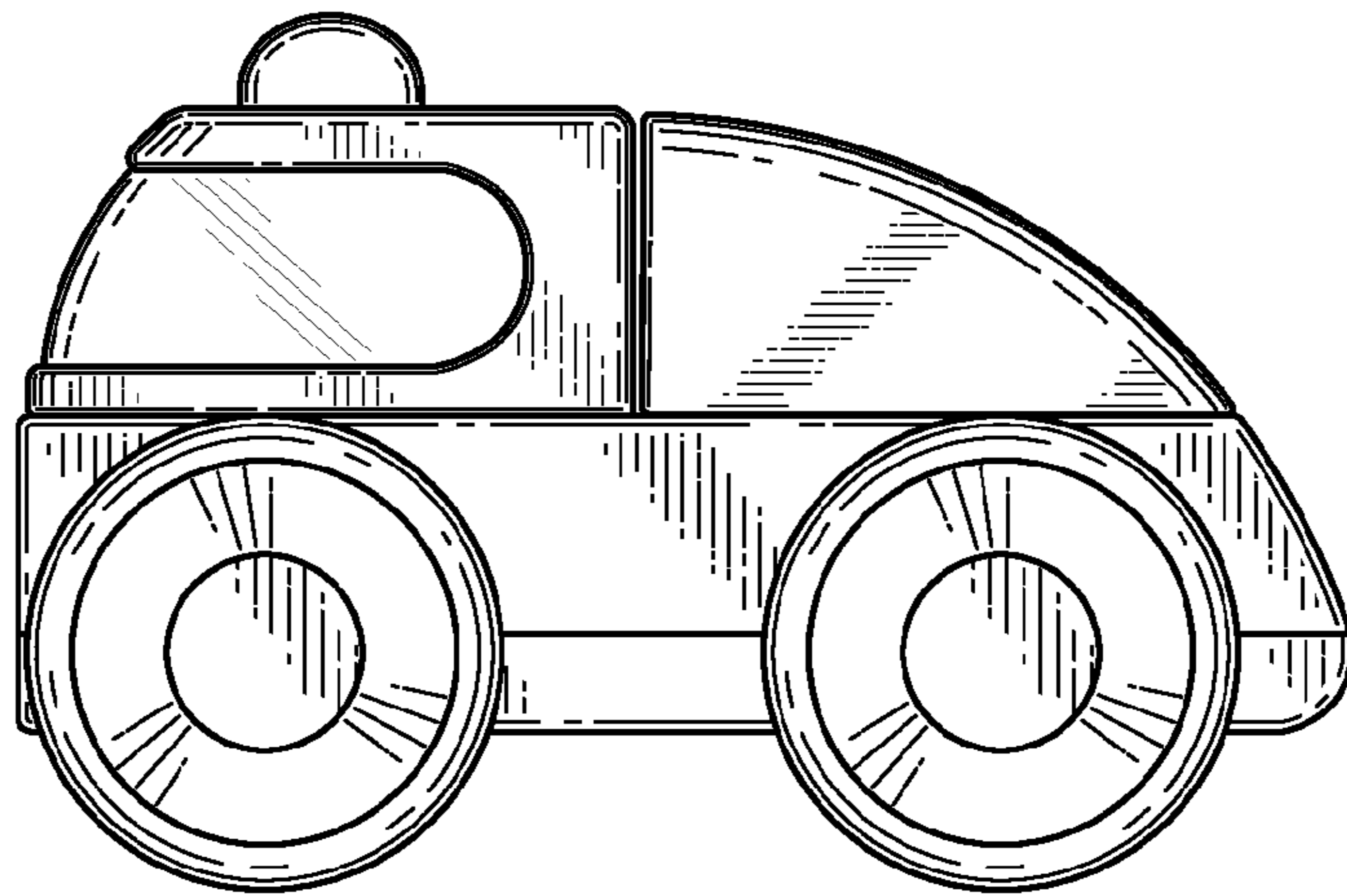


FIG. 60

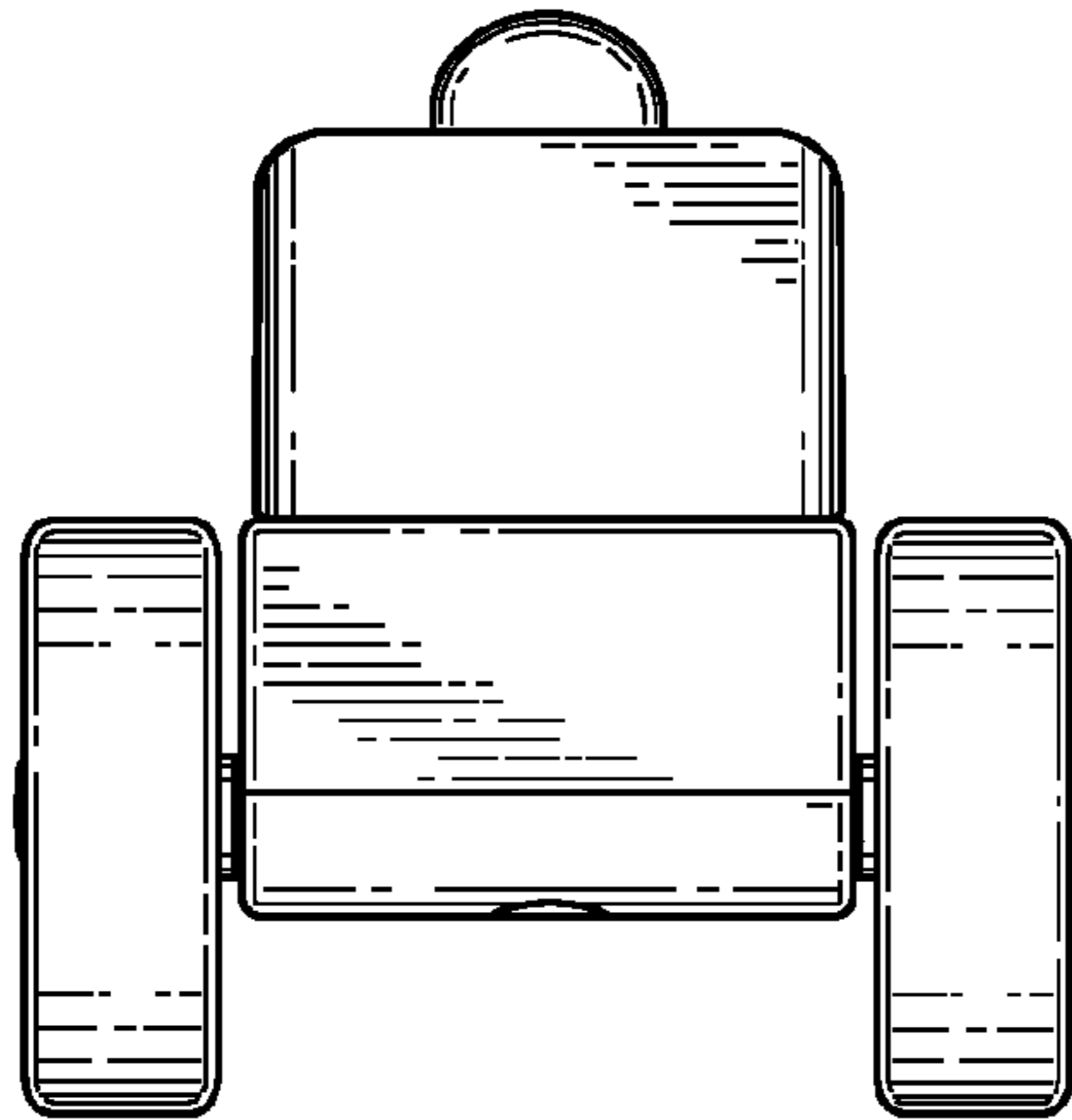


FIG. 61

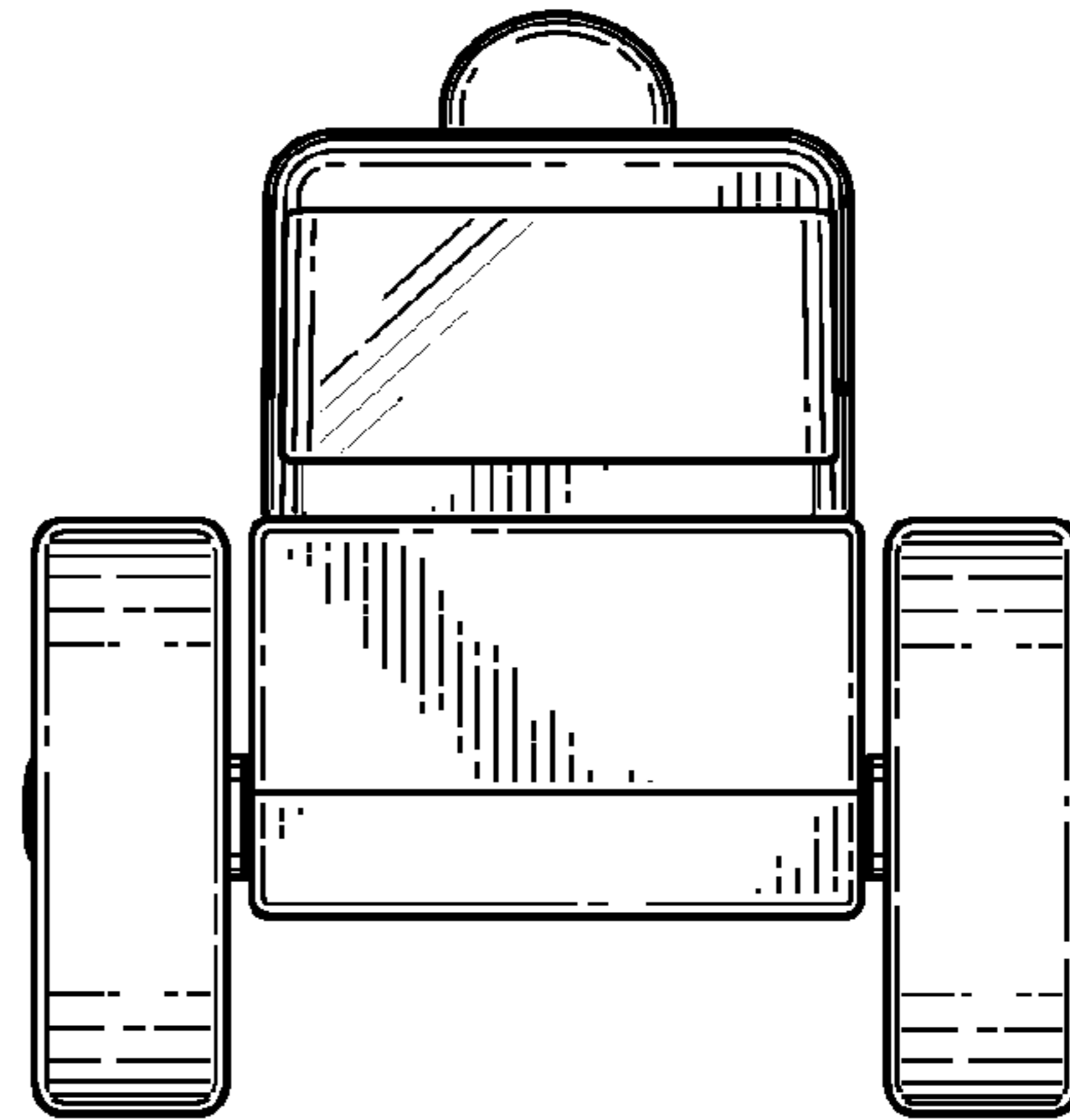


FIG. 62

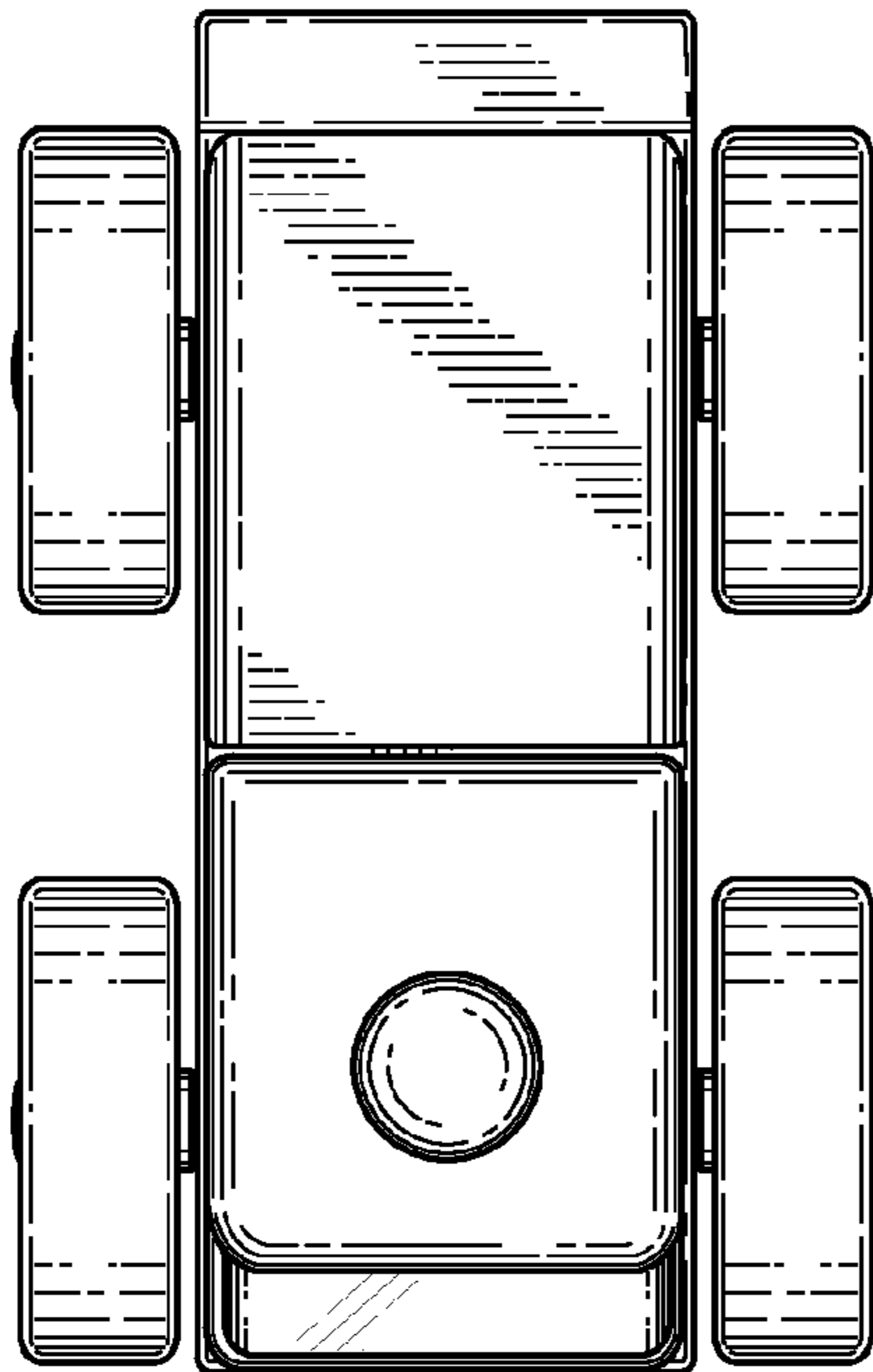


FIG. 63

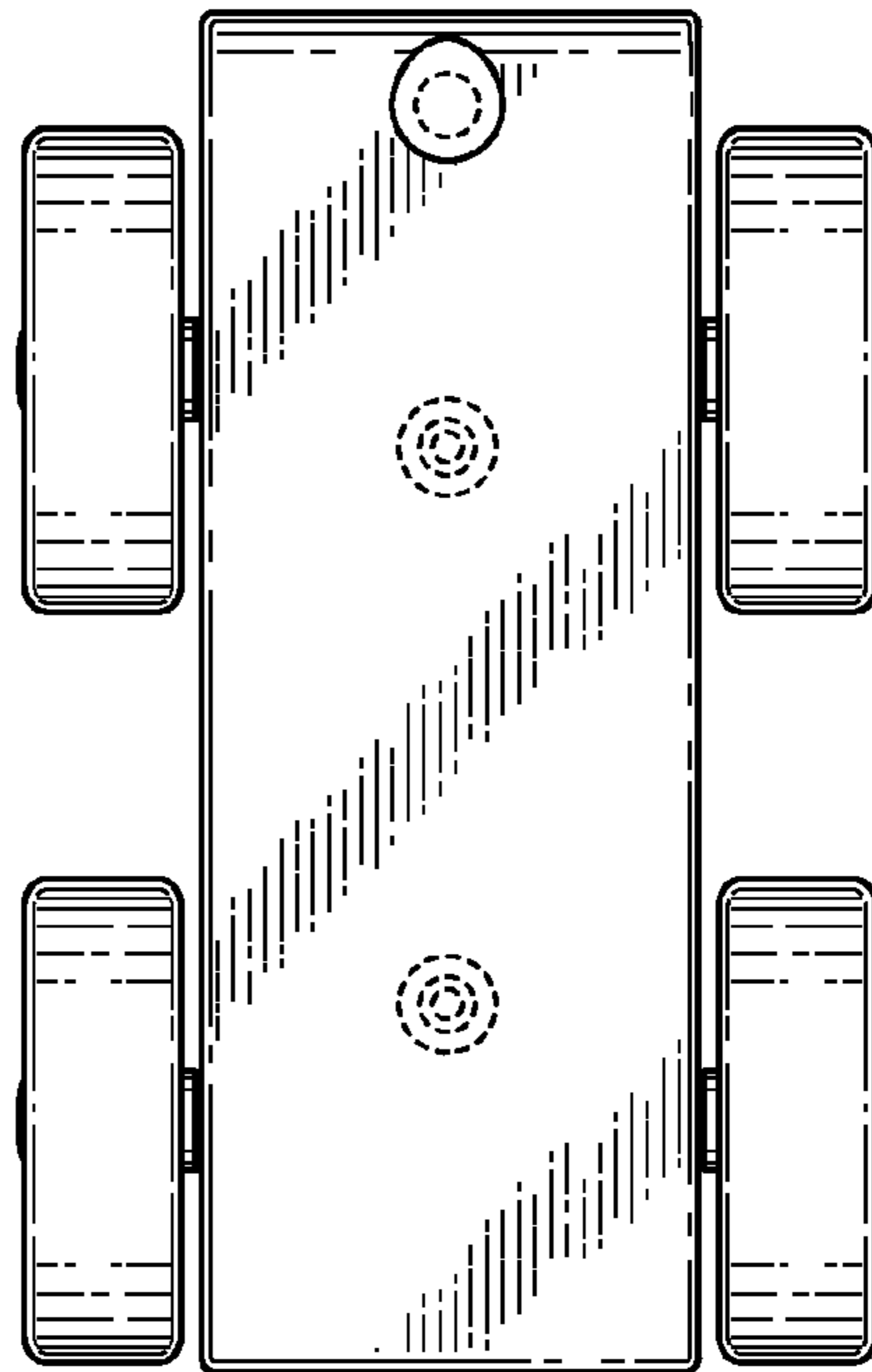


FIG. 64

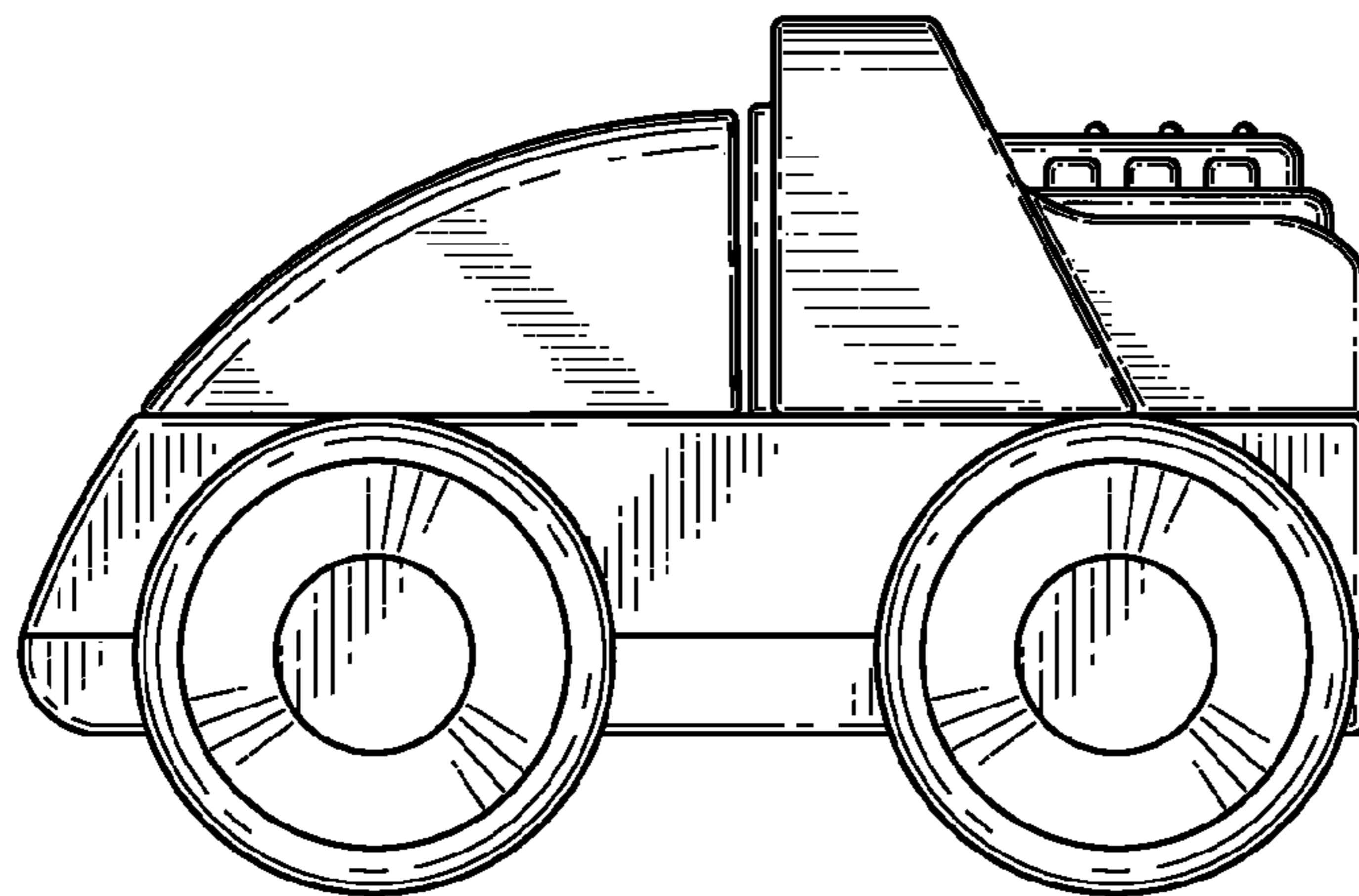


FIG. 65

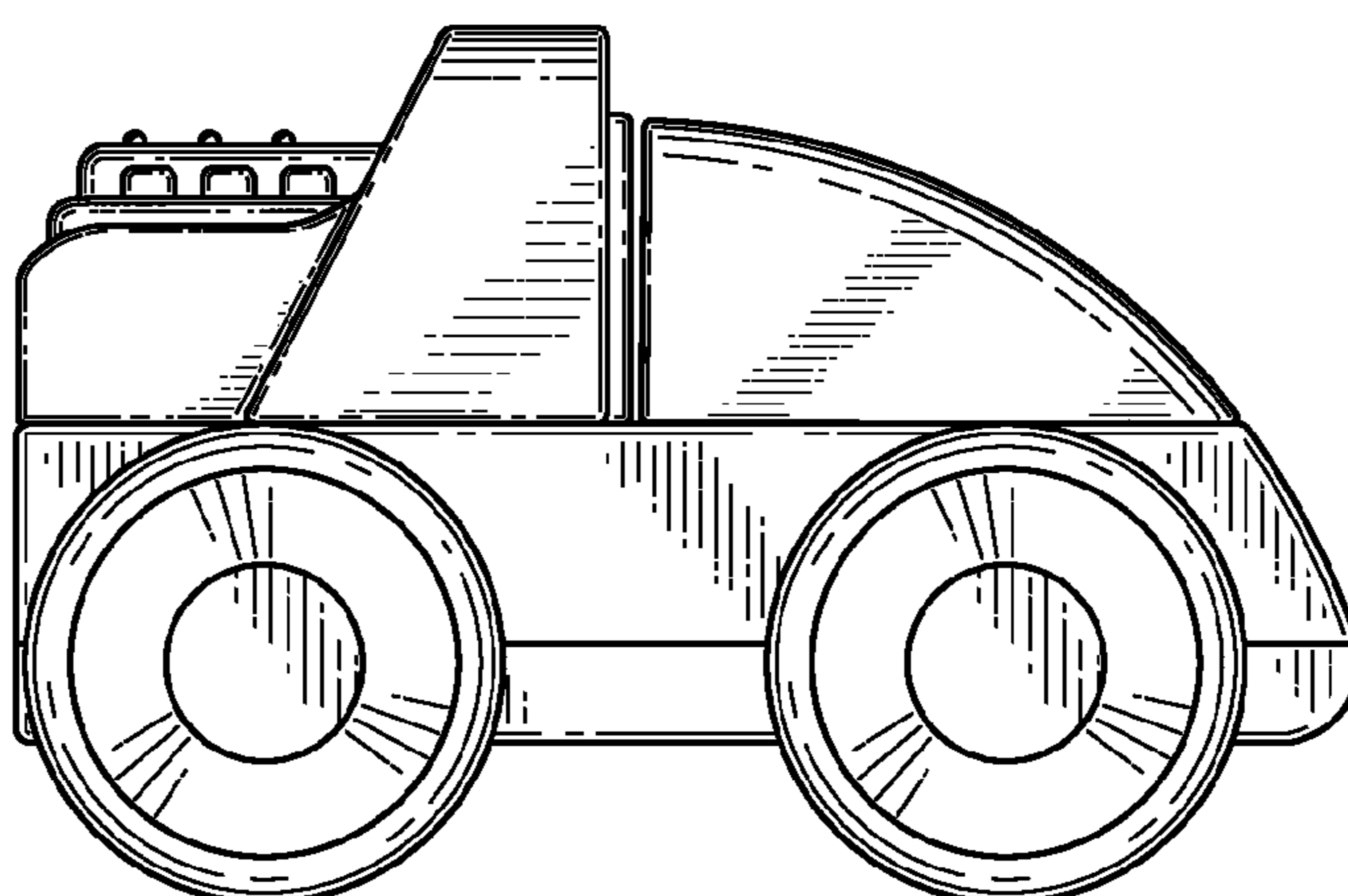


FIG. 66

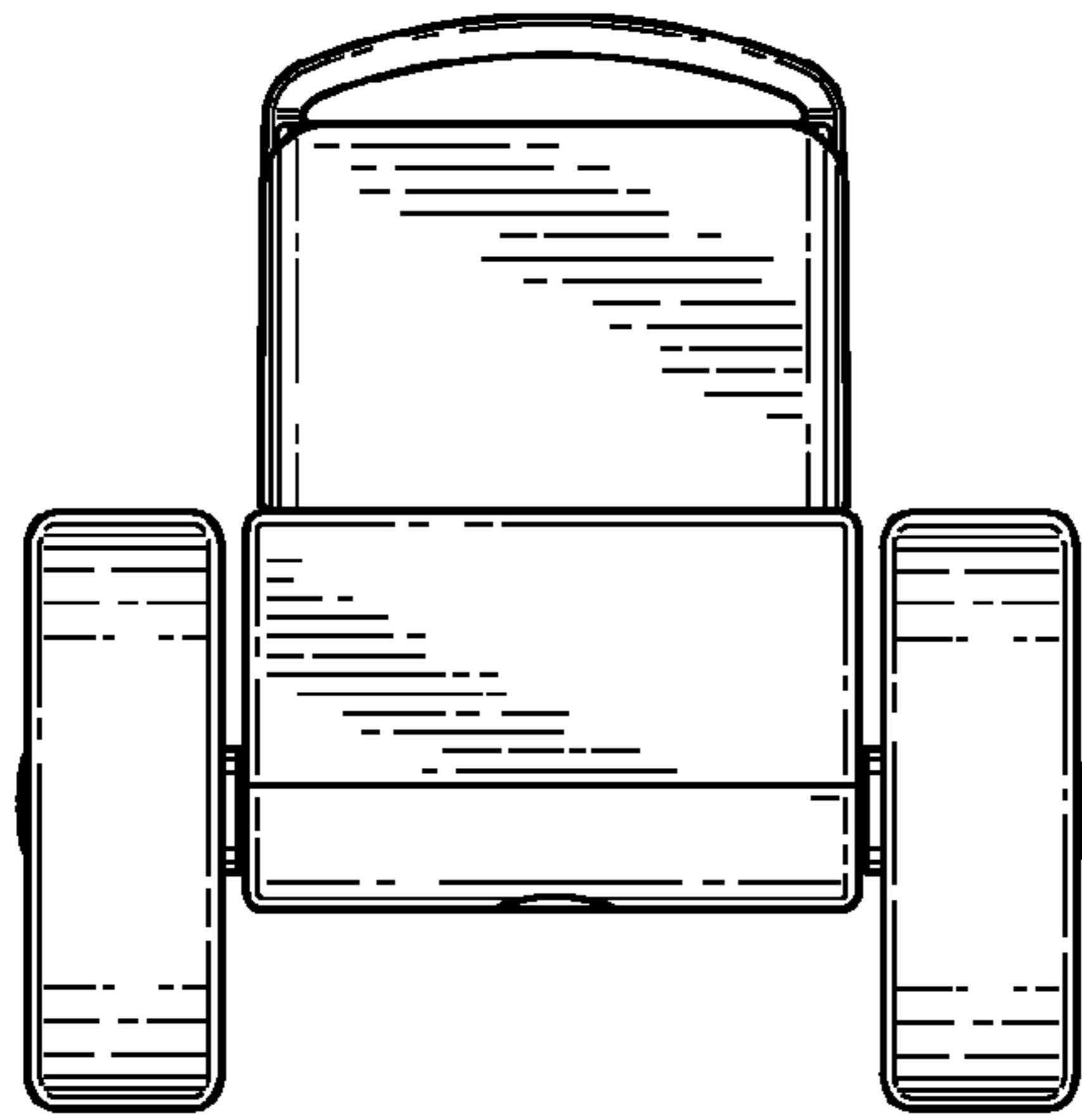


FIG. 67

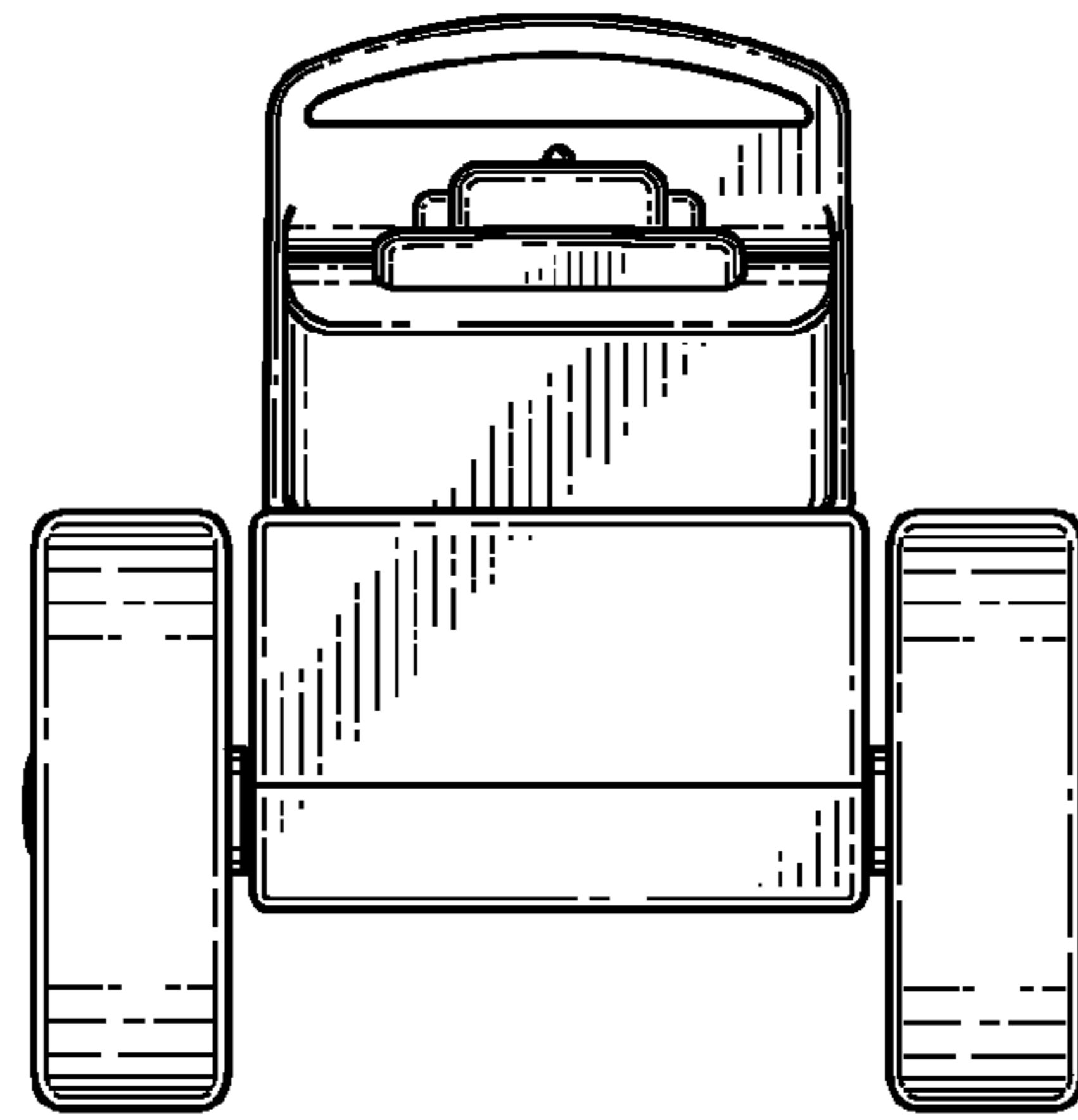


FIG. 68

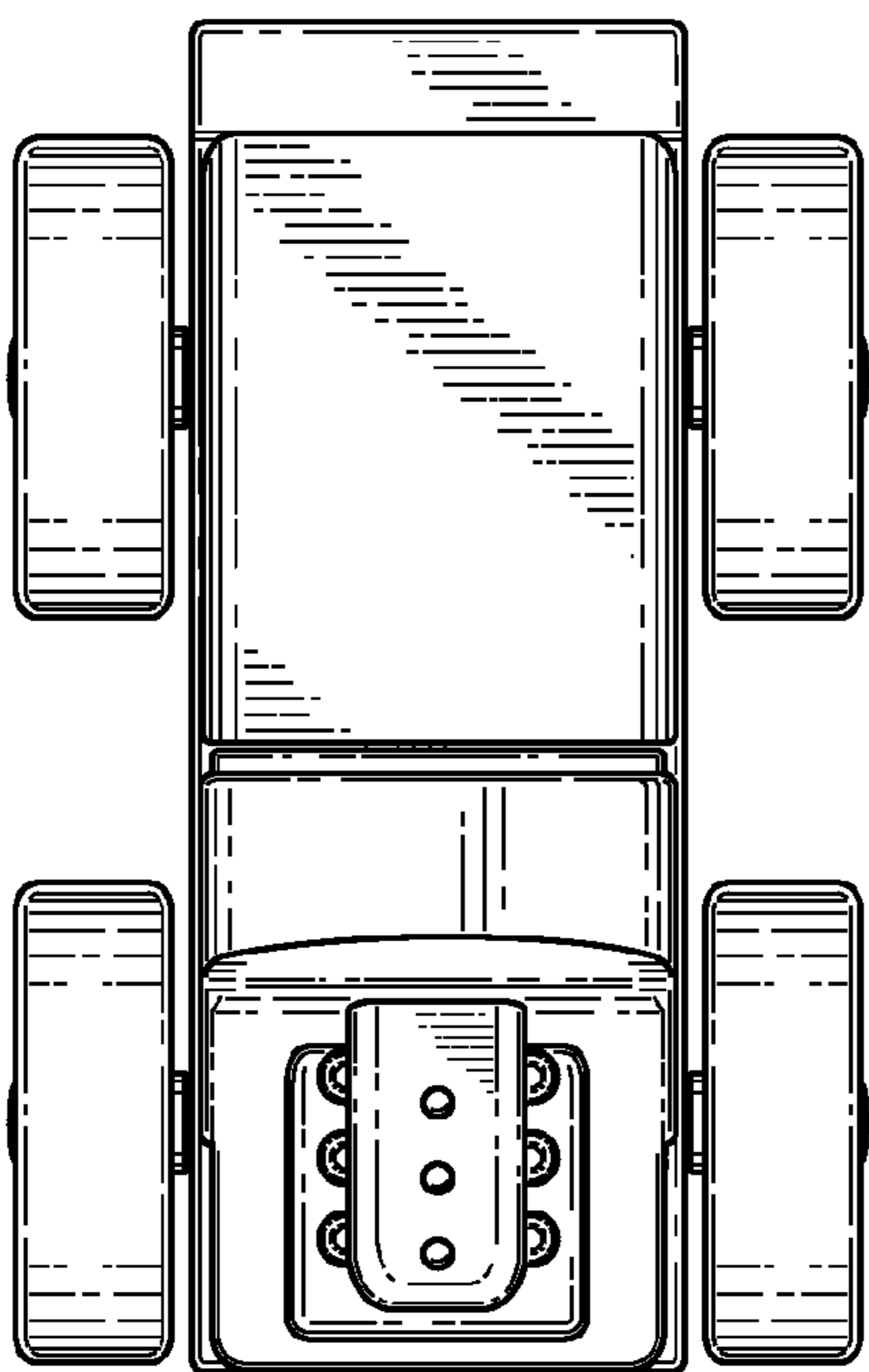


FIG. 69

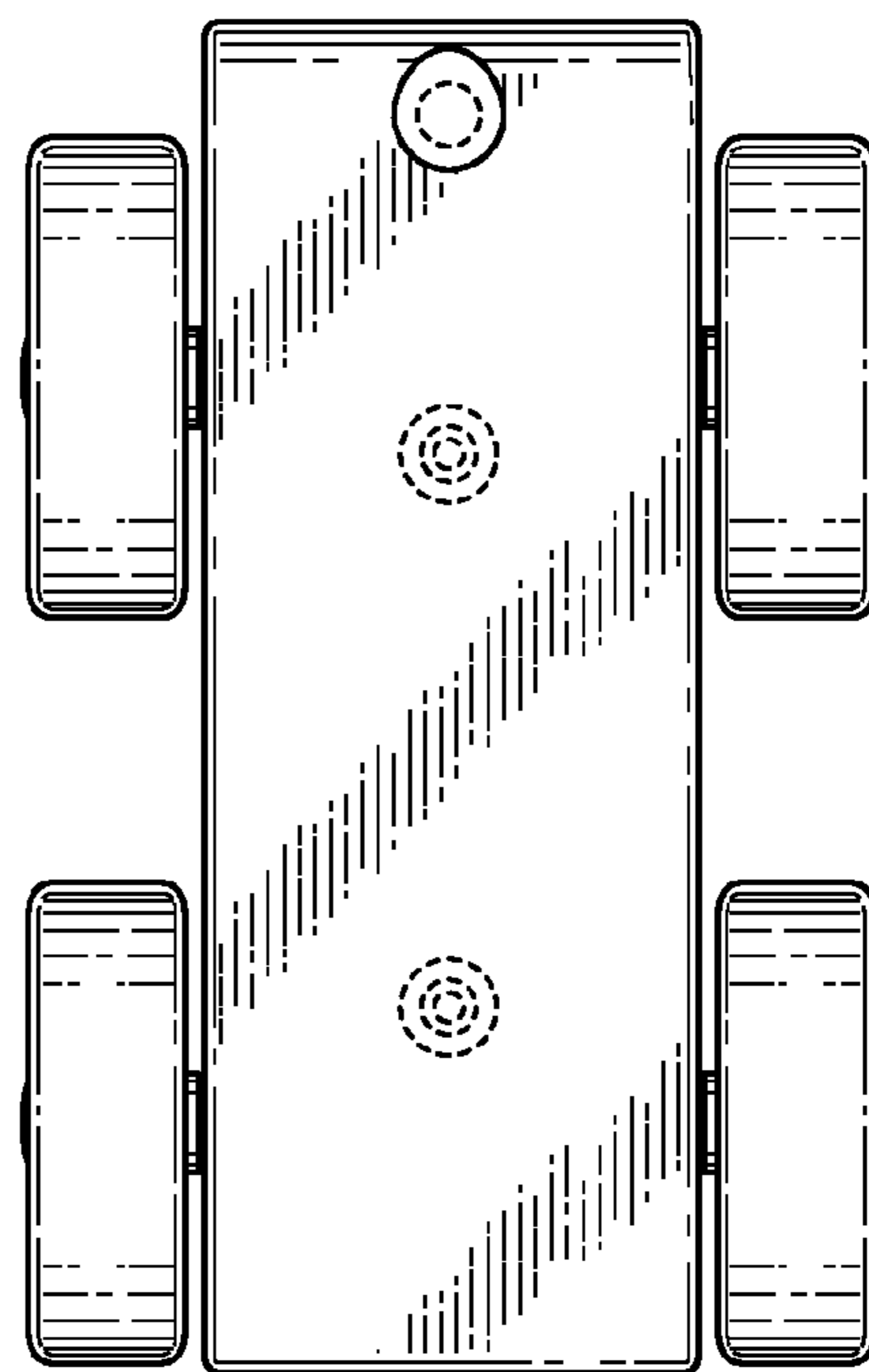


FIG. 70

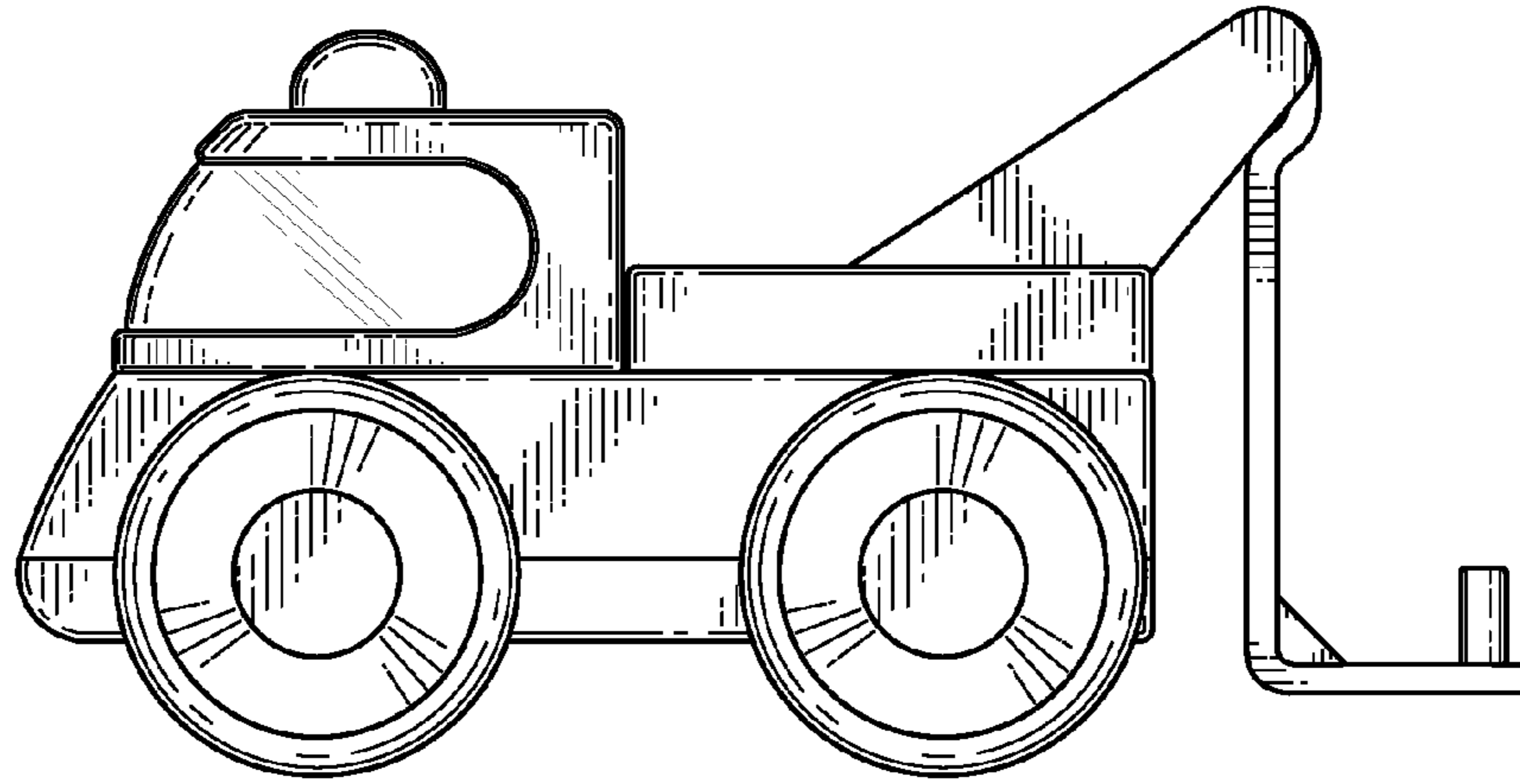


FIG. 71

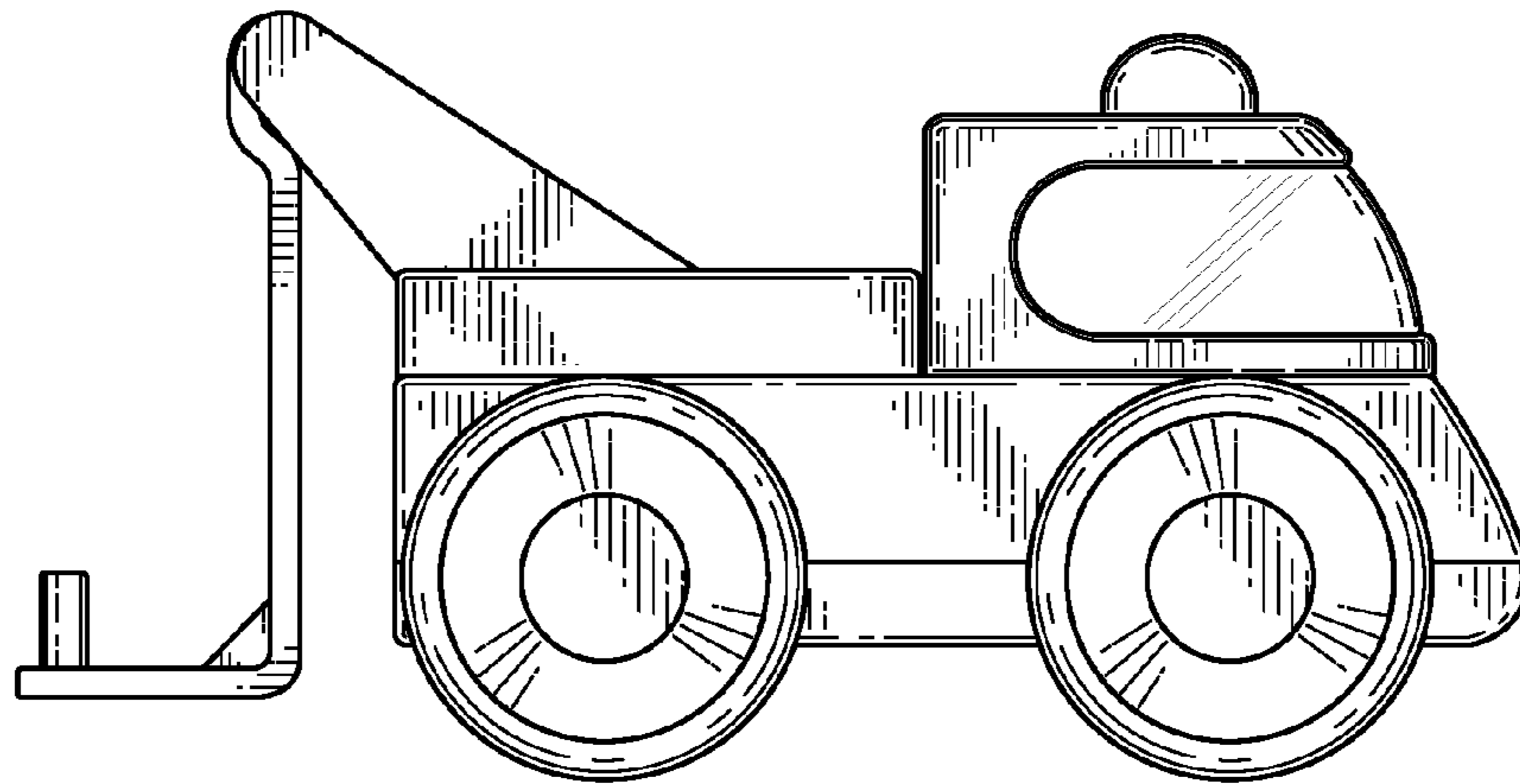


FIG. 72

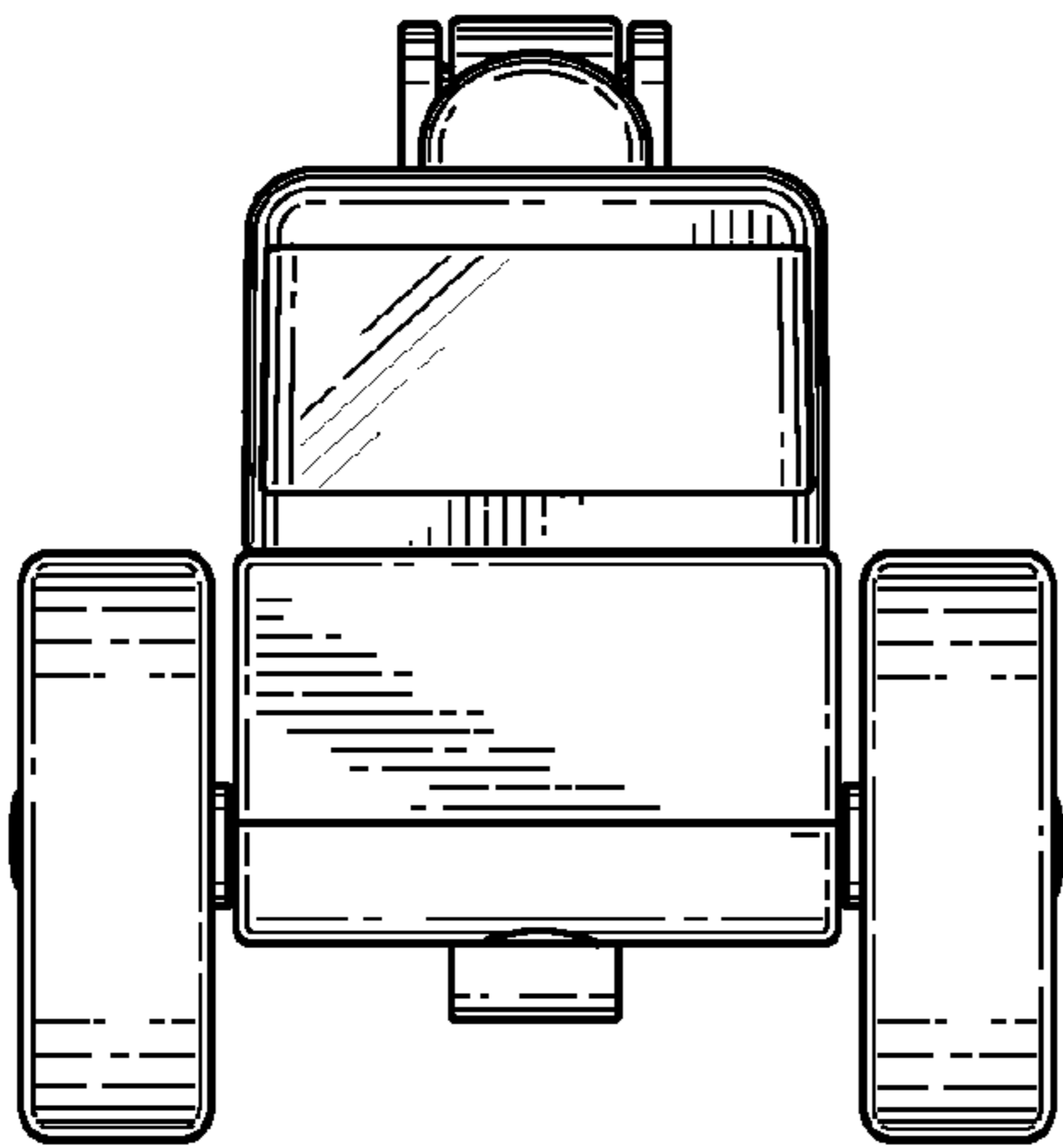


FIG. 73

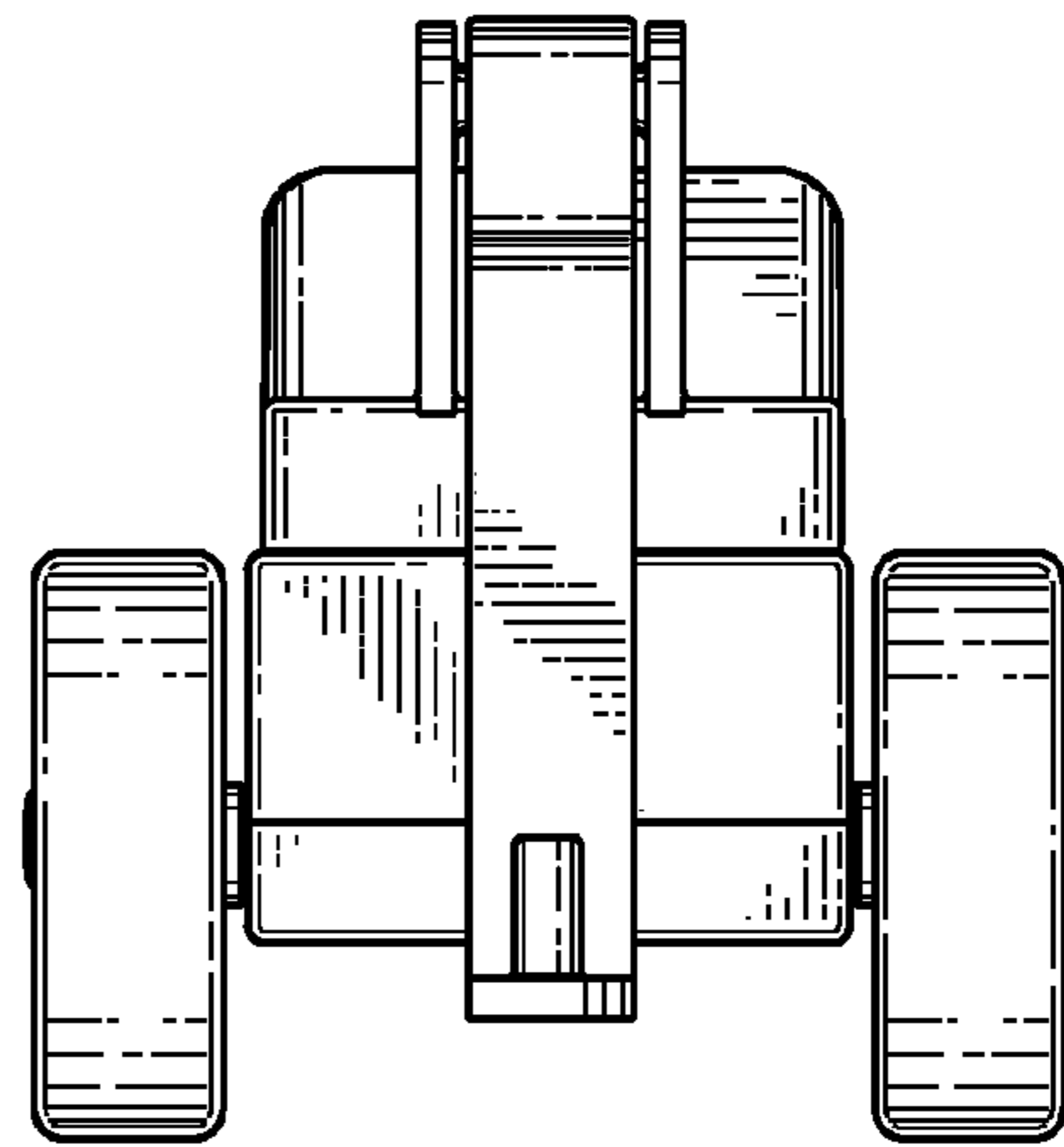


FIG. 74

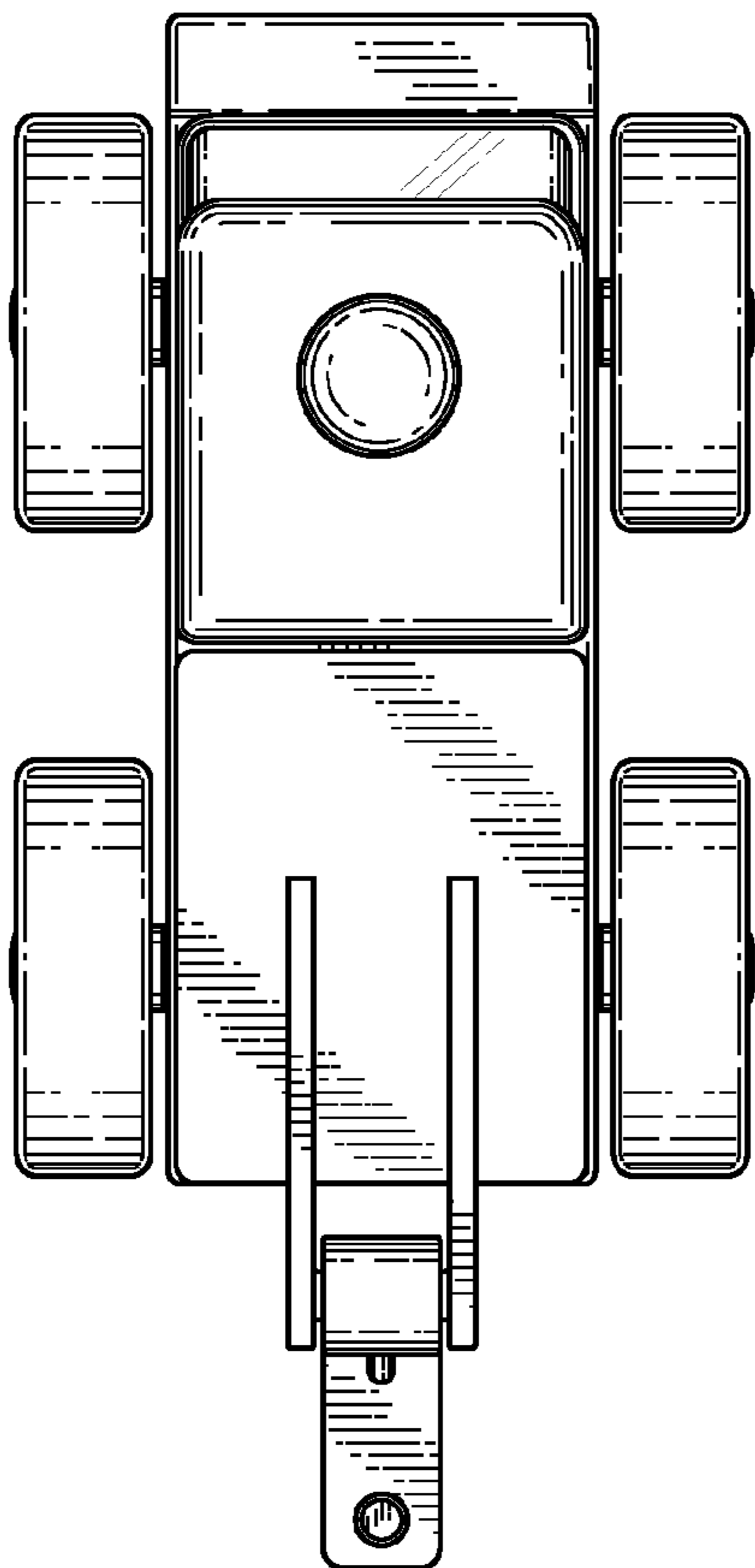


FIG. 75

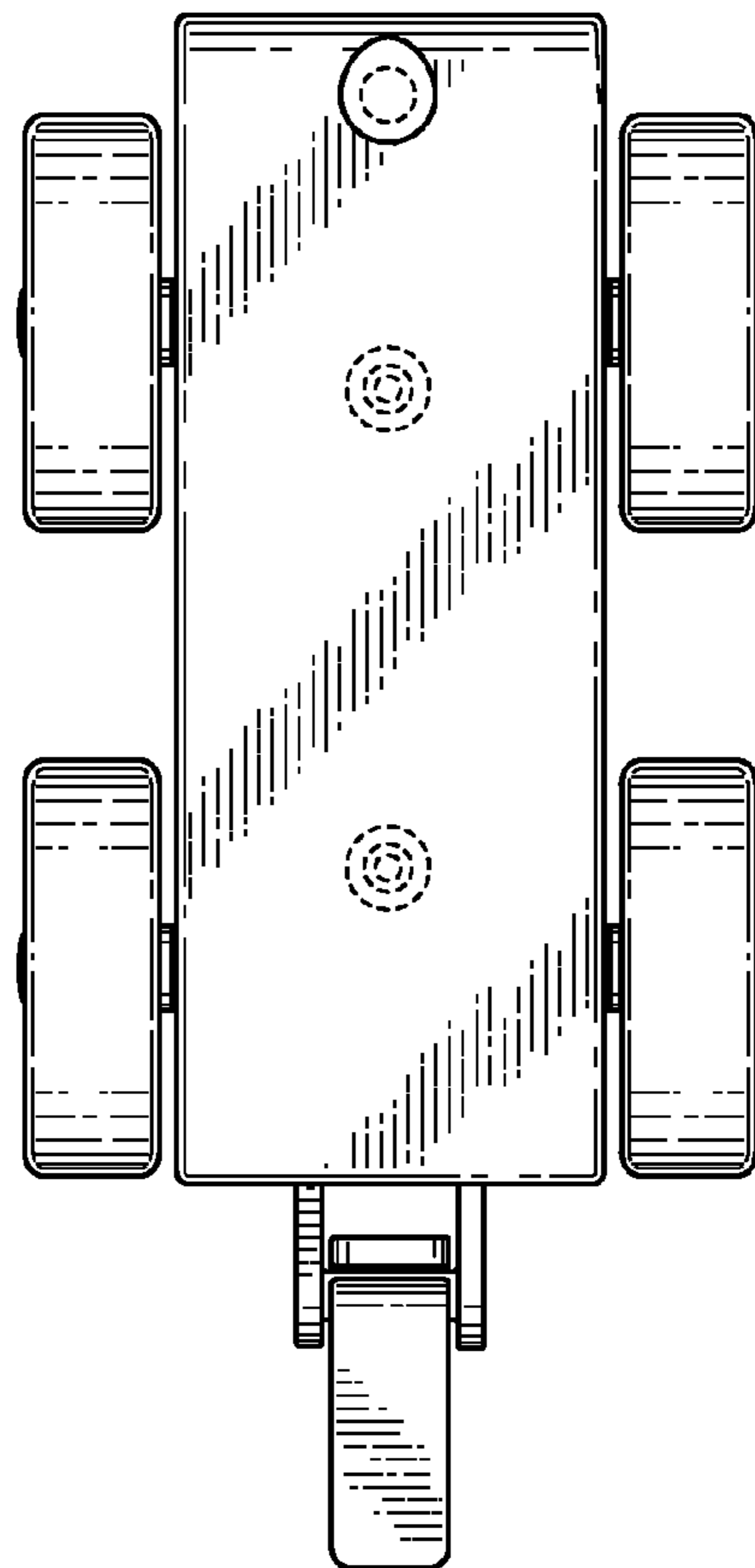


FIG. 76