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

(10) **Patent No.:** **US D776,593 S**

(45) **Date of Patent:** **\*\* Jan. 17, 2017**

- (54) **REAR DOOR FOR A VEHICLE**
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- (72) Inventor: **Alexander Schneider, Munich (DE)**
- (73) Assignee: **Bayerische Motoren Werke Aktiengesellschaft, Munich (DE)**

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(Continued)

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

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(21) Appl. No.: **29/518,115**

WO DM/082111 5/2014

(22) Filed: **Feb. 20, 2015**

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*Assistant Examiner* — Yolanda Robinson

(30) **Foreign Application Priority Data**

(74) *Attorney, Agent, or Firm* — Crowell & Moring LLP

Aug. 21, 2014 (DE) ..... 40 2014 100 781

(51) **LOC (10) Cl.** ..... **12-16**

(52) **U.S. Cl.**  
USPC ..... **D12/196**

(58) **Field of Classification Search**  
USPC ..... D12/86, 88, 90, 91, 92, 181, 184, 196,  
D12/400; D21/424.433, 434; 280/727,  
280/847, 848; 296/181.1, 181.5  
CPC ..... B60J 5/04; B60J 5/0412; B60J 5/0401;  
B62D 25/00; B62D 25/02; B62D 25/08  
See application file for complete search history.

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(57) **CLAIM**

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

**DESCRIPTION**

This application contains subject matter related to the following co-pending U.S. design patent application: Application Ser. No. 29/518,111, filed herewith and entitled "Vehicle, Toy, and/or Replicas Thereof".

FIG. 1 is a front view of a rear door for a vehicle according to the design;

FIG. 2 is a left perspective view thereof;

FIG. 3 is a right perspective view thereof;

FIG. 4 is a left side view thereof;

FIG. 5 is a right side view thereof;

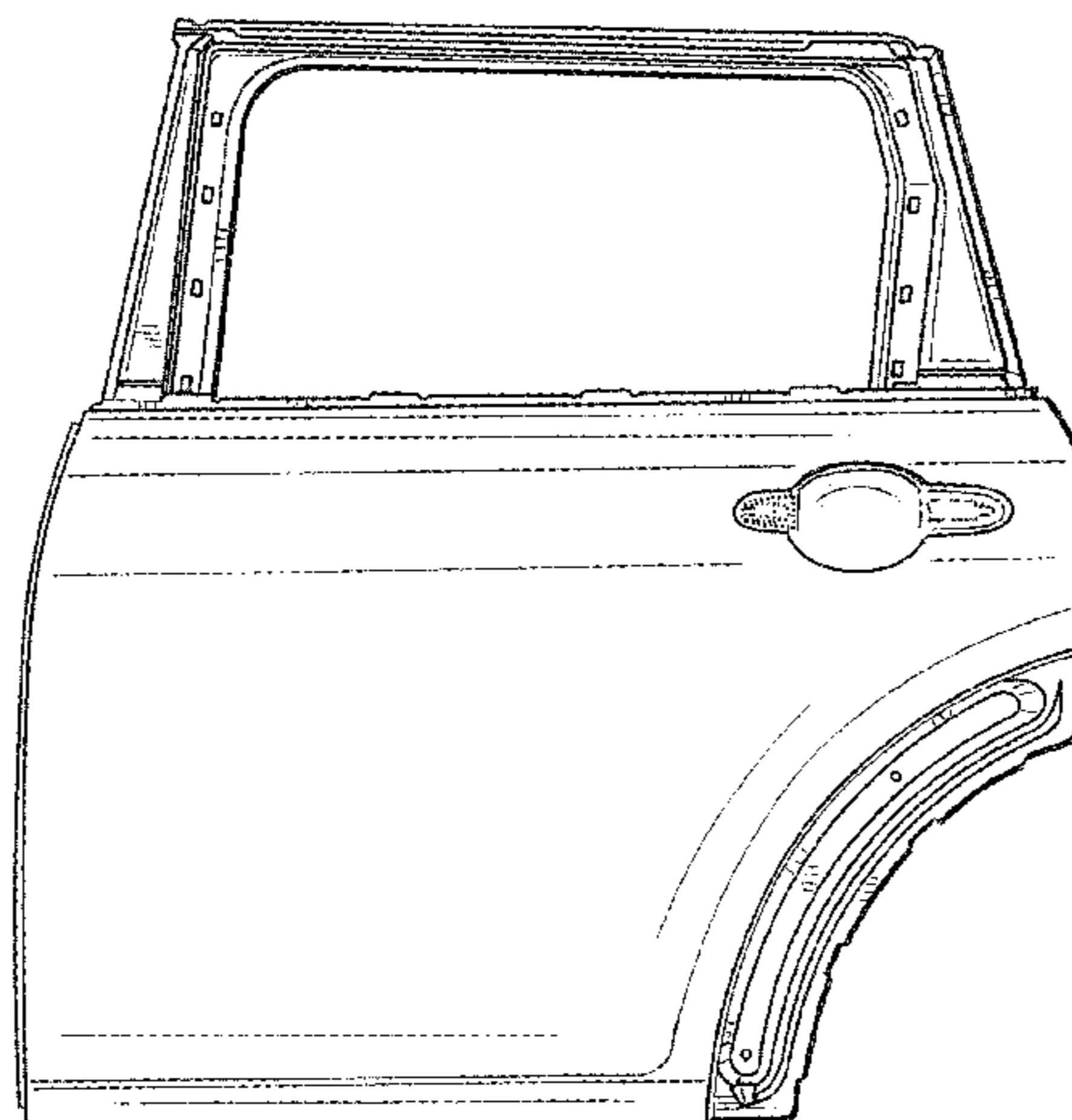
FIG. 6 is a top view thereof;

FIG. 7 is a bottom view thereof; and,

FIG. 8 is a rear view thereof.

The broken lines in the drawings illustrate environmental subject matter only and form no part of the claimed design.

**1 Claim, 7 Drawing Sheets**



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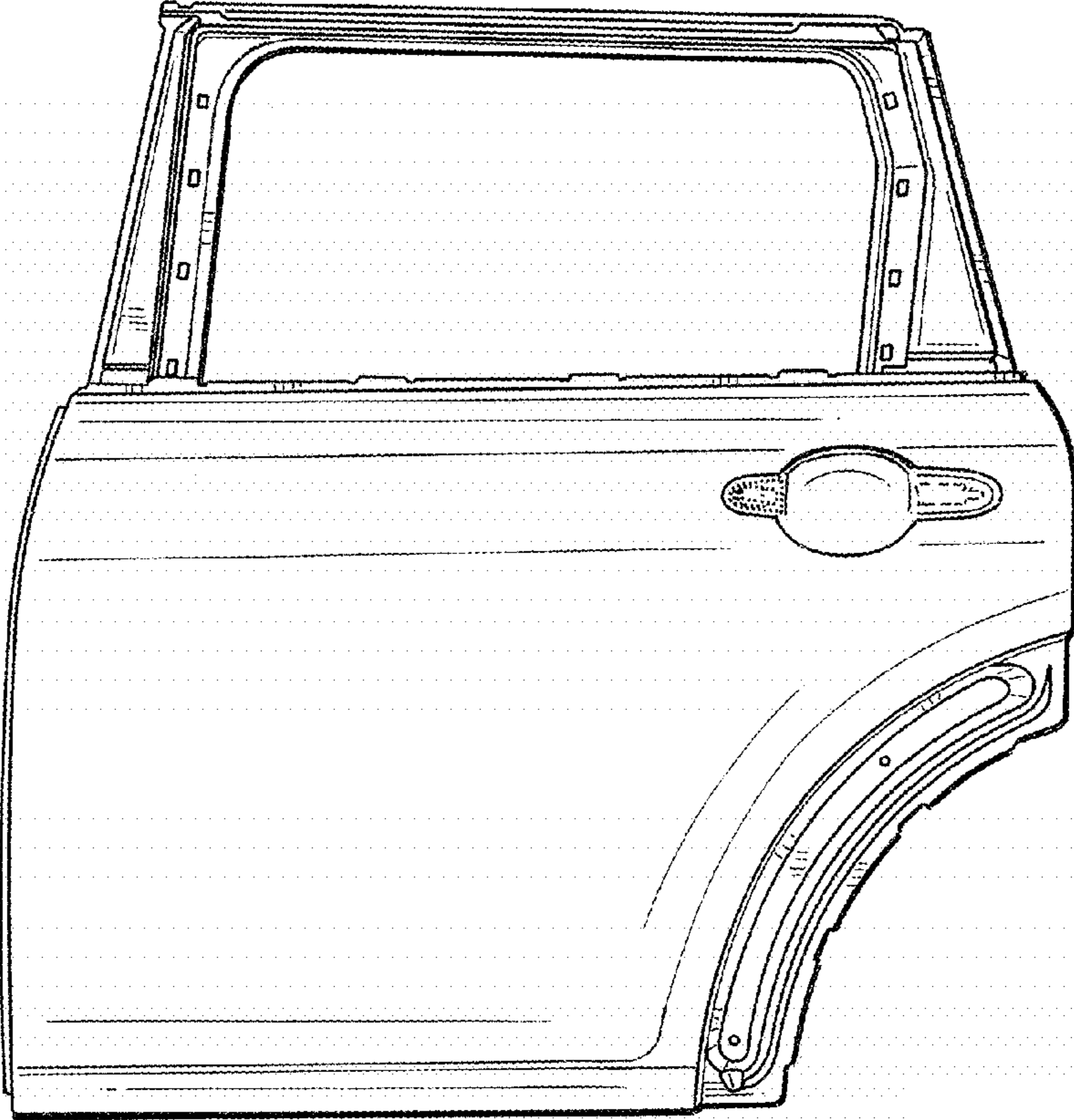


FIG. 1

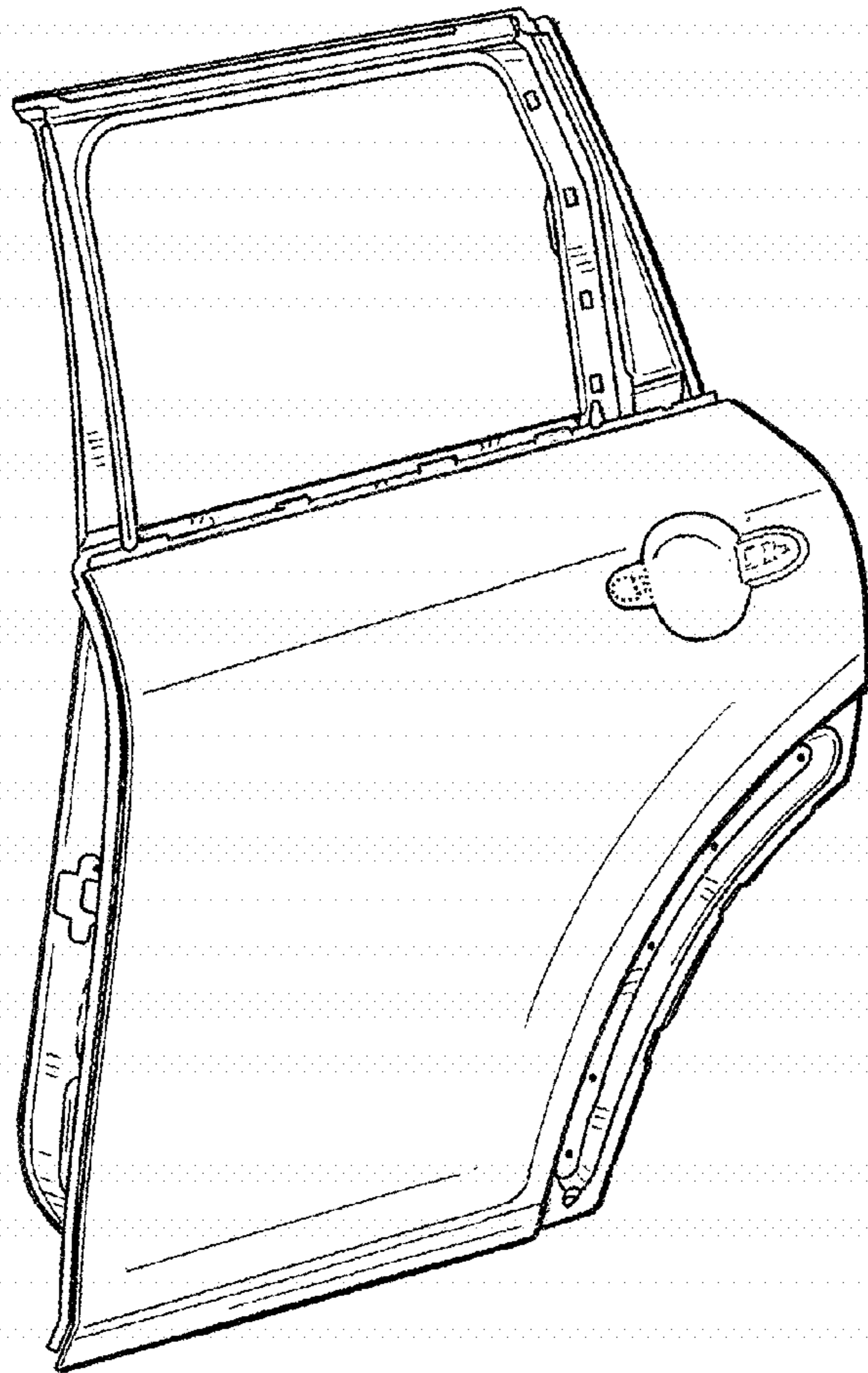


FIG. 2

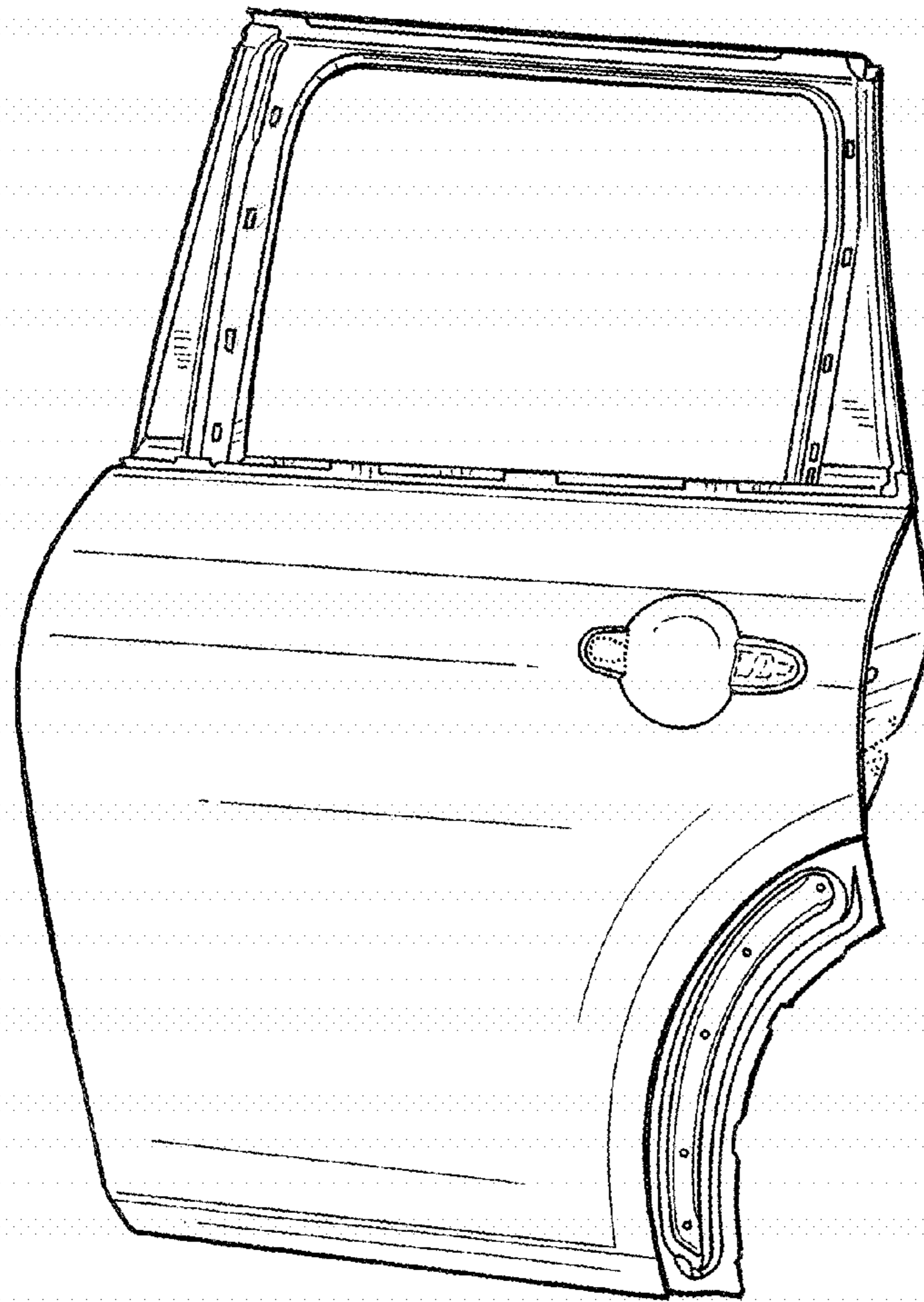


FIG. 3



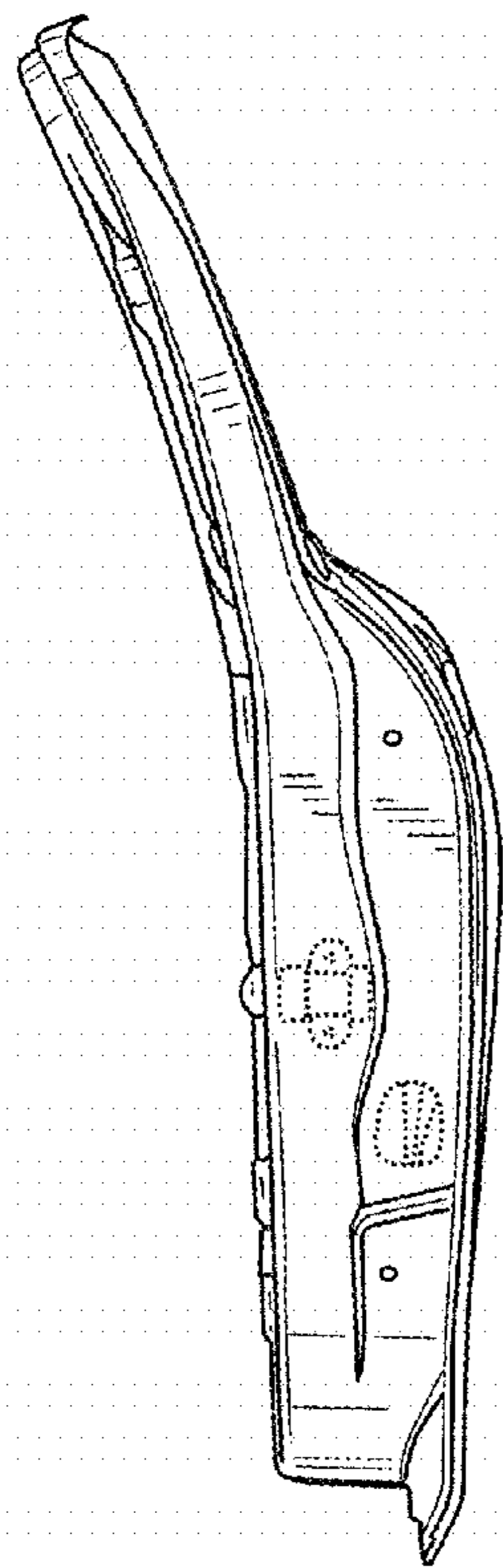


FIG. 4

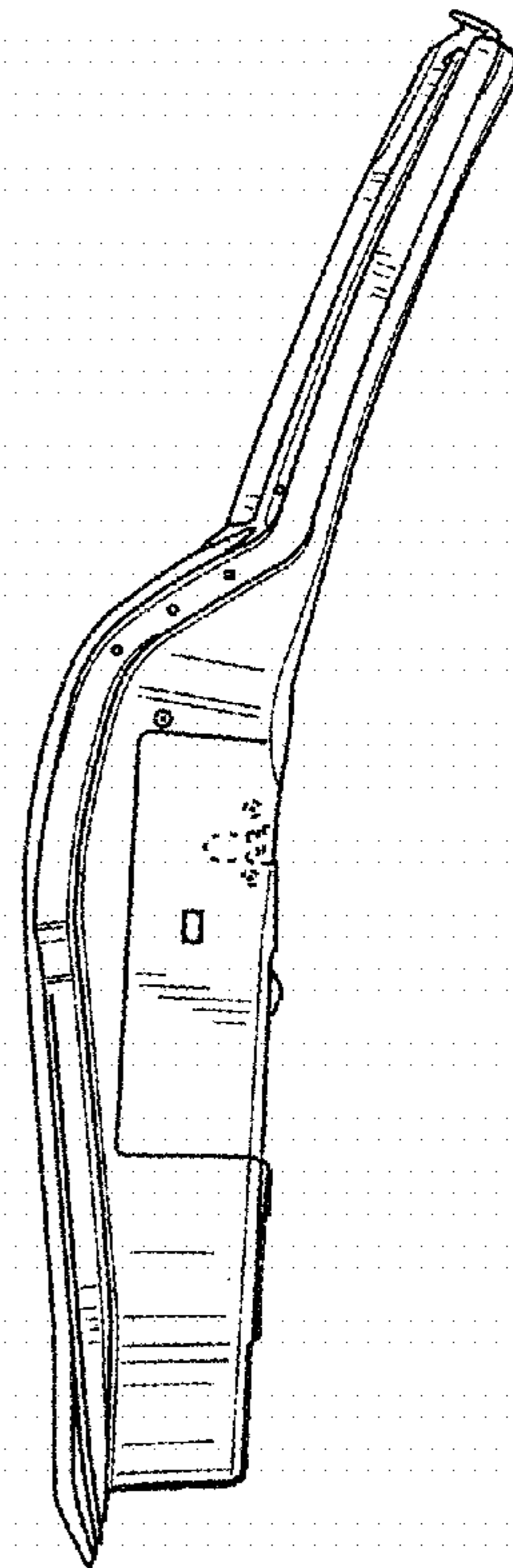


FIG. 5

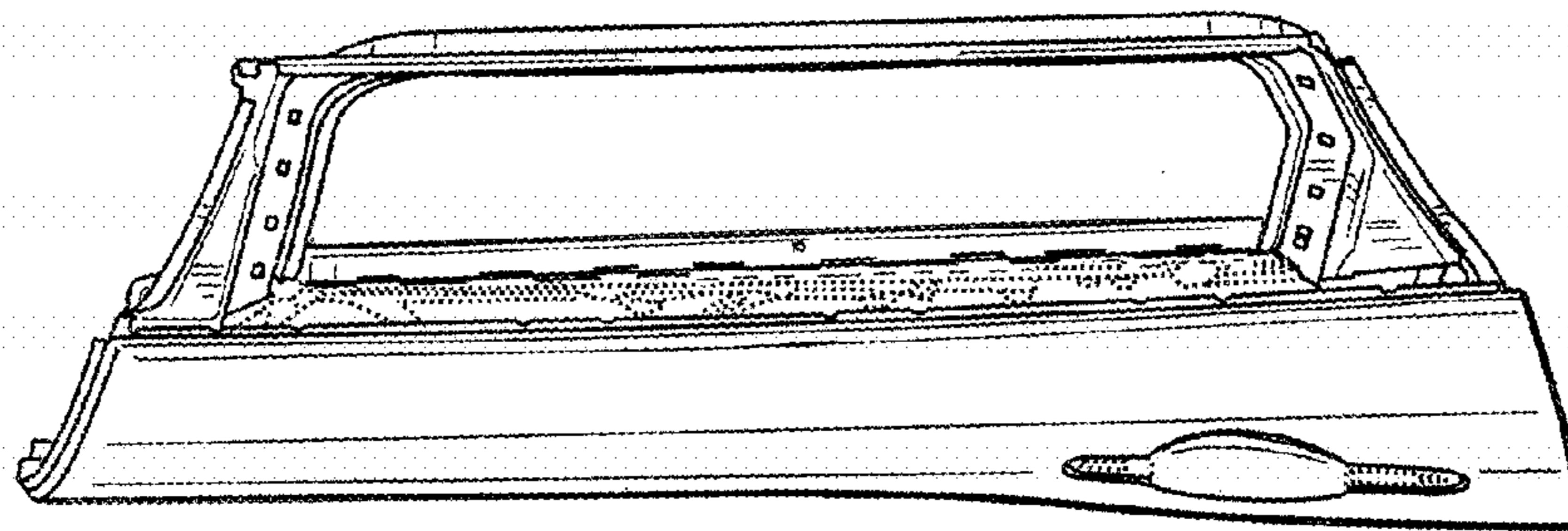


FIG. 6

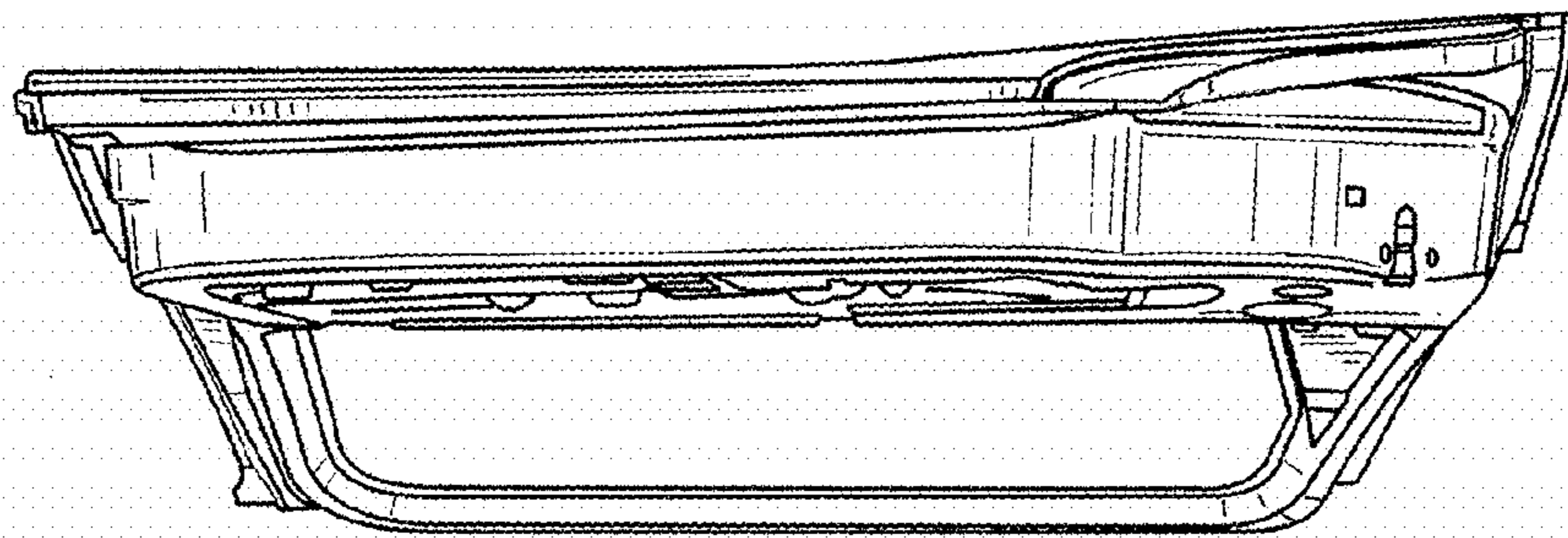


FIG. 7



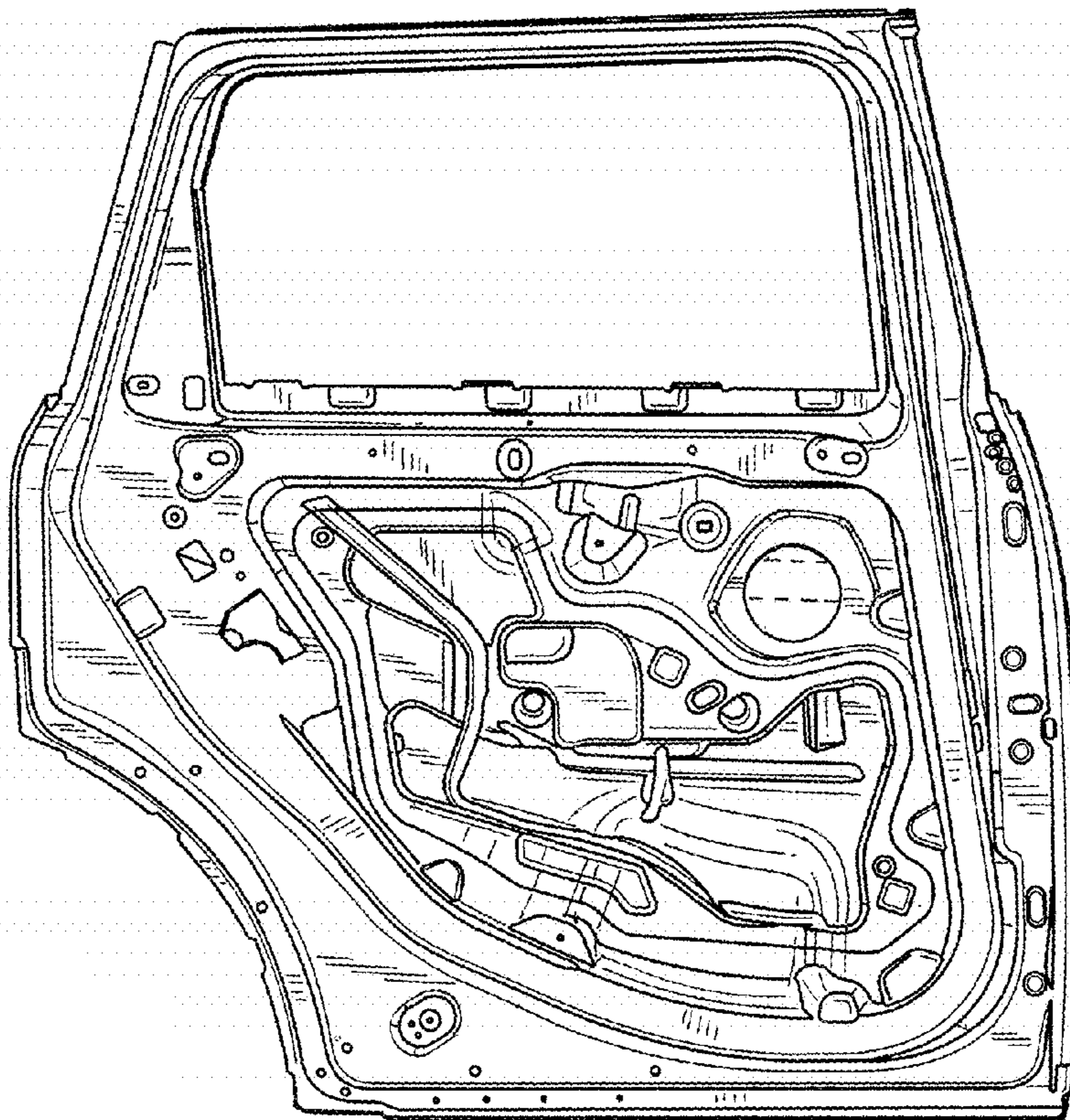


FIG. 8