



Dynamic Luggage Retention

1 Introduction

Note: Nothing in this standard supercedes applicable laws and regulations.

Note: In the event of conflict between the English and domestic language, the English language shall take precedence.

Note: All stated values are valid unless otherwise specified (i.e., in Subsystem Technical Specification (SSTS)).

1.1 Purpose. Dynamic testing of luggage retention. The purpose of this test procedure is to determine if the seat system (front and rear seats) meets the requirements of:

- ECE R 17.08.
- DIN 75410-2 (Appendix A).
- In-house specification (Appendix B).

1.2 Applicability. For all front and rear seats, including all possible load floor heights.

1.3 Remarks. The purpose of the dynamic test of luggage retention is to estimate if the seating system of a car meets the legal requirements concerning the retention of loose luggage in the luggage compartment and on folded seats.

2 References

Note: Only the latest approved standards are applicable unless otherwise specified.

2.1 External Standards/Specifications.

DIN 75410-1	DIN 75410-2	DIN 75410-3	ECE R 17.08
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2.2 GM Standards/Specifications.

None

2.3 Additional References.

Subsystem Technical Specification (SSTS)

3 Resources

3.1 Facilities. Crash test sled or car crash facility.

3.1.1 Calibration. The test facilities and equipment shall be in good working order and shall have a valid calibration label.

3.1.2 Alternatives. Alternative test facilities and equipment may also be used. However, all measuring variables as specified in this standard shall be determined correctly with respect to their physical definition.

3.2 Equipment. Luggage simulation blocks.

3.3 Test Vehicle/Test Piece. Seat assembly, partitioning systems (if part of car series), real car or simulated car environment.

3.4 Test Time. Not applicable.

3.5 Test Required Information.

3.5.1 R-Point.

3.5.2 Design position and seating system.

3.5.3 Car environment geometrical data (Including seat anchorage points).

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3.6 Personnel/Skills. Not applicable.

4 Procedure

4.1 Preparation. Verify that the setup functional dimensions meet the specifications in the drawing, preferably being close to the nominal dimensions (for better repeatability).

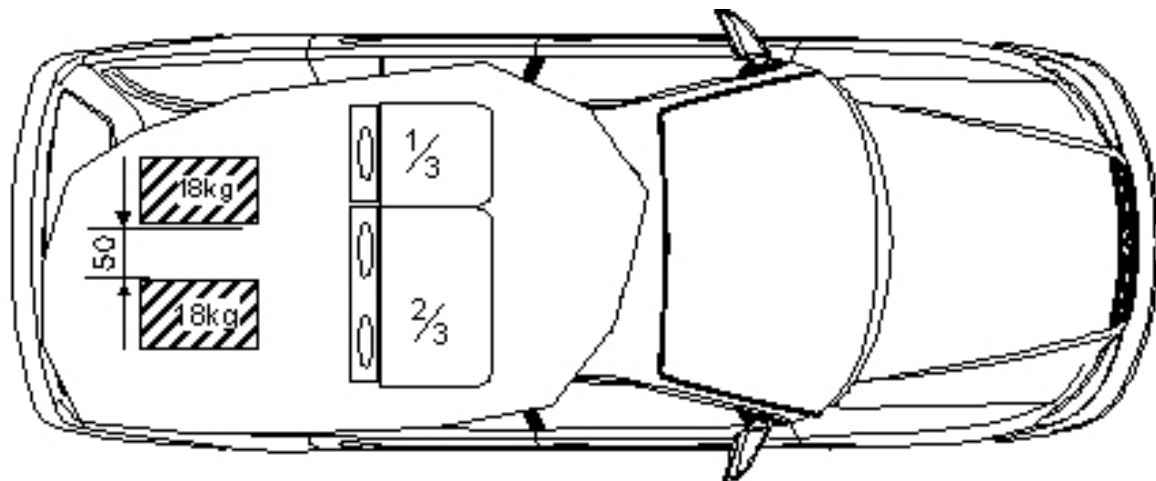
The setup itself is to be done according to ECE R 17.08, Annex 9.

4.2 Conditions.

4.2.1 Environmental Conditions. If not otherwise specified, the test shall be performed at room conditions.

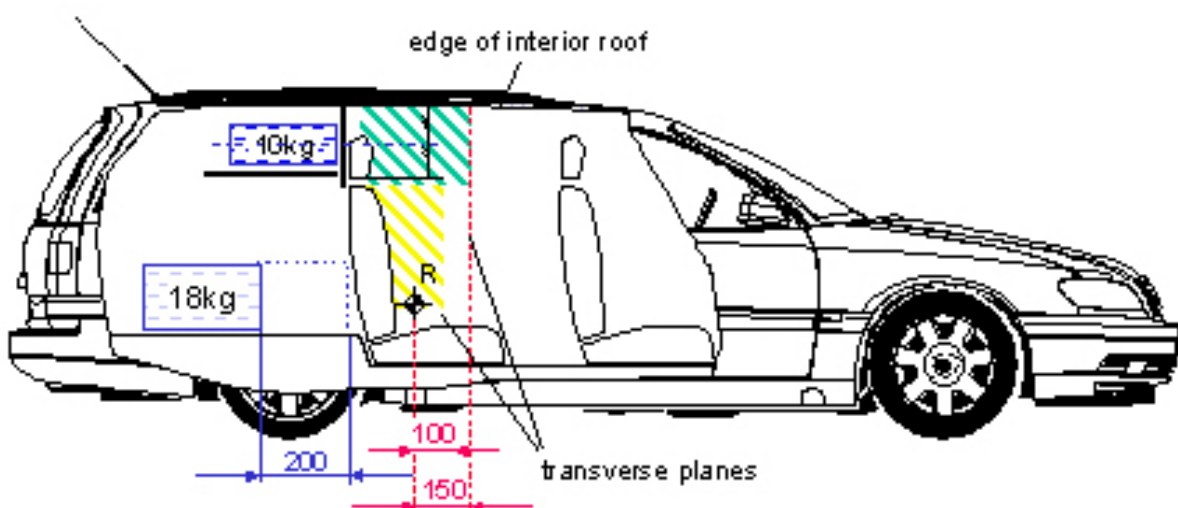
4.2.2 Test Conditions. Deviations from the requirements of this standard shall have been agreed upon. Such requirements shall be specified on component drawings, test certificates, reports, etc.

4.3 Instructions. The test is to be conducted as specified in ECE R 17.08. (See Figure 1 and Figure 2).



Note: All dimensions are in millimeters.

Figure 1: Test Setup for Testing of Rear Seat Backs



Note: All dimensions are in millimeters.

Figure 2: Test Setup for Testing of Partitioning System Behind Rear Seat Backs

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5 Data

5.1 Calculations. Not applicable.

5.2 Interpretation of Results. The requirements of the ECE R 17.08 are to be met.

5.3 Test Documentation. Document the test as specified in ECE R 17.08. The measured dimensions (see 4.1) are to be kept.

6 Safety

This standard may involve hazardous materials, operations, and equipment. This standard does not propose to address all the safety problems associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

7 Notes

7.1 Glossary. Not applicable.

7.2 Acronyms, Abbreviations, and Symbols.

SSTS Subsystem Technical Specification

8 Coding System

This standard shall be referenced in other documents, drawings, etc., as follows:

Test to GMW15785

9 Release and Revisions

This standard was originated in January 2008. It was first approved by the GSSLT in January 2008. It was first published in January 2008.

Issue	Publication Date	Description (Organization)
1	JAN 2008	Initial publication.
2	MAY 2014	5 Year Refresh. (Interior – Seats Global Subsystem Leadership Team)

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Appendix A: Luggage Retention in Passenger Cars - Dynamic Testing According to DIN 75410-2

A1 Introduction

Note: Nothing in this procedure supercedes applicable laws and regulations.

Note: This is not an authorized translation of DIN 75410-2. The officially published text of DIN 75410-2 takes precedence.

Note: All stated values are valid unless otherwise specified (i.e., in SSTs).

A1.1 Purpose. Dynamic testing of luggage retention. The purpose of this test procedure is to determine if the seat system (front and back seats) meet the requirements of DIN 75410-2.

A1.2 Applicability. For all front and rear seats, retention devices (e.g., nets/grids/walls), including all possible load floor heights.

A1.3 Remarks. DIN 75410-1, DIN 75410-2, and DIN 75410-3 specify luggage retention in cars and trucks. They define static and dynamic tests on fixation and retention systems, especially on seats and partitioning systems. Tests of ECE R 17.08 on this issue originate from DIN 75410-1, DIN 75410-2, and DIN 75410-3.

Note: the described dynamic safety tests of DIN 75410-2 are only part of the specification. All cars destined for the German market have to meet all requirements of DIN 75410-1, DIN 75410-2, and DIN 75410-3.

The purpose of the dynamic test of luggage retention is to estimate if the seating system of a car meets the legal requirements concerning the retention of loose luggage in the luggage compartment and on folded seats.

A2 References

A2.1 External Standards/Specifications.

DIN 75410-1	DIN 75410-2	DIN 75410-3	ECE R 17.08
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A2.2 GM Standards/Specifications.

None

A3 Resources

A3.1 Facilities. Crash test sled or car crash facility.

A3.1.1 Calibration. The test facilities and equipment shall be in good working order and shall have a valid calibration label.

A3.1.2 Alternatives. Alternative test facilities and equipment may also be used. However, all measuring variables as specified in this standard shall be determined correctly with respect to their physical definition.

A3.2 Equipment. Luggage simulation blocks.

A3.3 Test Vehicle/Test Piece. Seat assembly, partitioning systems (if part of car series), real car or simulated car environment.

A3.4 Test Time. Not applicable.

A3.5 Test Required Information.

A3.5.1 R-point.

A3.5.2 Design position of seating system.

A3.5.3 Car environment geometrical data (including seat anchorage points).

A3.6 Personnel/Skills. Not applicable.

A4 Procedure

A4.1 Luggage Simulation Bodies. See Table A1.

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