

# **Economic and Social Council**

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## **Economic Commission for Europe**

**Inland Transport Committee** 

World Forum for Harmonization of Vehicle Regulations

**Working Party on Passive Safety** 

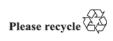
Seventy-eighth session Geneva, 1–4 December 2025 Item 13 of the provisional agenda UN Regulation No. 127 (Pedestrian safety)

Proposal for supplement 2 to the original version, supplement 1 to the 01 series of amendments, supplement 1 to the 02 series of amendments, supplement 4 to the 03 series of amendments and supplement 3 to the 04 series of amendments to UN Regulation No. 127 (Pedestrian safety)

#### Submitted by the expert from Germany \*

The text reproduced below was prepared by the expert from Germany to facilitate a target-orientated quasistatic certification of the upper legform impactor for the upper legform to bumper test, as described in Annex 5 of UN Regulation No. 127. It is based on informal document GRSP-77-27. The modifications to the current text of UN Regulation No. 127 are marked in bold for new and strikethrough for deleted characters.

<sup>\*</sup> In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.





### I. Proposal

Annex 4, paragraph 3.5., amend to read:

"3.5. The torque limiting joint shall be set so that the longitudinal axis of the front member is vertical at the time of impact with a tolerance of  $\pm 2^{\circ}$ , with the joint friction torque set to a minimum of 650 Nm but no more than 850 Nm. 675 Nm  $\pm 25$  Nm."

Annex 6, paragraph 2.4.1., amend to read:

"2.4.1. The impactor shall be mounted to the propulsion and guidance system, by a torque limiting joint. The torque limiting joint shall be set so that the longitudinal axis of the front member is perpendicular to the axis of the guidance system, with a tolerance of  $\pm 2^{\circ}$ , with the joint friction torque set to a minimum of 650 Nm but no more than 850 Nm. 675 Nm  $\pm$  25 Nm. The guidance system shall be fitted with low friction guides that allow the impactor to move only in the specified direction of impact, when in contact with the pendulum."

#### II. Justification

- 1. The proposal is made as a supplement and amends annexes 4 and 6 of the UN Regulation in its original version and the amendments thereto, as the annexes were not changed in any of the subsequent series of amendments.
- 2. For the full justification, please refer to ECE/TRANS/WP.29/GRSP/2025/39.