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Working Party on Passive Safety

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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.

* 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.
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