

Informal document No. **GRRF-56-12**
(56th GRRF, 20-23 September 2004,
agenda item 7.6.)

Latest status on primary safety requirements of legislation in Poland

Regulations concerning the primary safety in Poland are in principle based on ECE regulations and the level of figures defining the primary safety for brakes and other equipment that have the influence on the safety are the similar to this obliging now in other EU countries.

Braking ratios for different categories of vehicles presented below confirm this statement.

Ord. number	Type of vehicle	Brake application of:	Braking ratio (in percentage) for vehicles registered first time		
			to 31. Dec. 1993	from 1. Jan. 1994	from 1. Jan. 1999
1.	motor cycle	rear wheel	33	33	33
		both wheels	45	45	45
2.	motor cycle with a sidecar and three wheel vehicles with max. permissible mass not exceeding 1 t	all wheels	40	40	40
3.	Cars, ambulances for emergency service	service system	50	50	50
		secondary system	23	25	25
4.	Buses	Service system	45	45	45
		Secondary system	19	22	25
5.	Trucks with max. permissible mass not exceeding 3,5 t	Service system	40	40	45
		Secondary system	17	20	22
6.	Trucks with max. permissible mass exceeding 3,5 t	Service system	40	40	43
		Secondary system	17	20	22
7.	Trailer (semi-trailer) with max. permissible mass not exceeding 3,5 t	Service system	40	40	40
8.	Trailer (semi-trailer) with max. permissible mass exceeding 3,5 t	Service system	40	40	40
		in case of failure	-	-	20
9.	Other vehicles not specified in 1-8 items	Service system	40	40	40
		Secondary system	17	20	20

The parking brake system for all categories of vehicles must be capable of holding the laden vehicle stationary on a 16 per-cent up or down gradient and the laden combination of vehicles properly on a 12 per-cent-gradient. In last edition of primary regulations the special attention is paid for requirements concerning the safety of school buses.