



## **Result of '*Dækrazzia*' Tyre Inspection Campaign**

**2014**

### **The Danish Tyre Safety Council**

Danish National Police · Federation of Danish Motorists · Danish Technological Institute  
Tyre Importers Association · Association for Retread Manufacturers  
Association for Tyre Distributors

## **What is 'Dækrazzia' tyre inspection campaign?**

The police conducts ordinary traffic inspections, in which the driver must present driving license, and the general condition of the car is checked. When this has been completed, the driver is offered the opportunity of having the car's tyres inspected. The tyre inspection is voluntary.

While tyre specialists check the inflation pressure and tread depth of the tyres, the driver is asked a few questions about her/his awareness of the tyre condition. When the tyre inspection has been completed, the driver is given a tread depth measuring device, a form listing the measured tread depth and inflation pressure of the car's tyres, and an information flyer.

The tread depths and inflation pressures that are measured during the random inspections are recorded. The results form the basis of this report.

## **What is the purpose of the inspection?**

During tyre inspections in previous years in Sweden, every third car had at least one badly worn tyre (3 mm of tread or less). The remarkable thing was that only one driver in ten was aware that her/his car had one or more badly worn tyre. Previous results also indicated that two of three drivers had not checked inflation pressure during the past month or did not know when this was done most recently. Under-inflation causes the tyres to wear prematurely and increases fuel consumption. Furthermore, poorly inflated tyres make the car difficult to control in a critical situation. The risk of a puncture also increases.

The purpose of the tyre inspection campaign is to increase motorists' awareness of the significance of tread depth with respect to traffic safety, and the importance of proper inflation pressure for the environment, traffic safety, and for personal finances.

## **Who performs the inspection?**

The tyre inspection campaign is a joint effort between Danish National Police, FDM (Federation of Danish Motorists), Danish Technological Institute, The Tyre Importers Association, The Association for Retread Manufacturers and The Association for Tyre Distributors, which are all working together in The Danish Tyre Safety Council.

The council is a non-profit brand-neutral organization with the aim to raise motorists' and public bodies' awareness of tyre related safety aspects. It is also the objective to spread awareness of regulations and legislation, thereby contributing to improving road safety.

The Danish Tyre Safety Council was founded in 1991.

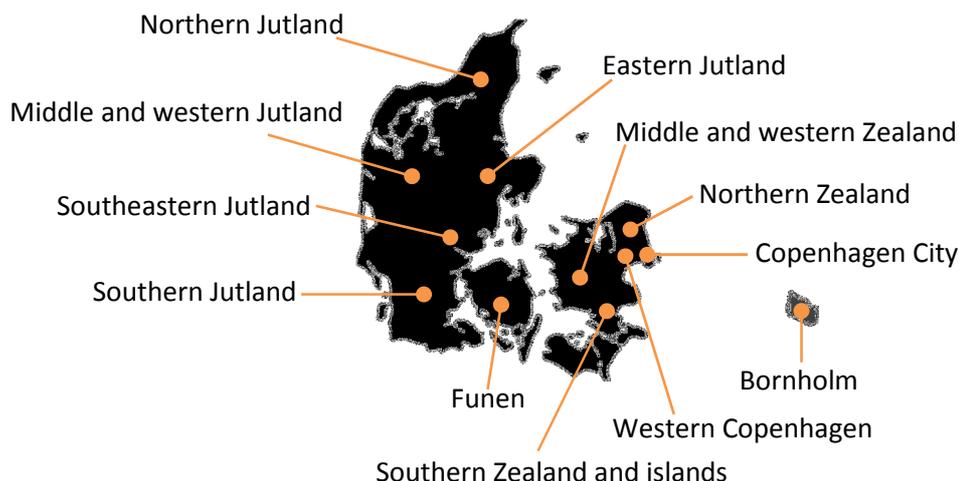
The first *Dækrazzia* in Denmark took place in 2012.

A similar series of campaigns were started in Finland back in 1997 and in Sweden in 2004. These campaigns show good effect on drivers awareness on tyres.

## Results

In September 2014 the yearly *Dækrazzia* tyre inspection campaign took place at several locations in seven regions.

In total 1,934 passenger cars and light commercial vehicles were inspected.



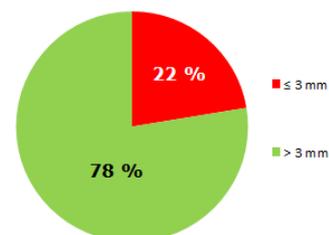
Region	2014				2013				2012			
	Inspected	Passenger cars	Light comm.	Places	Inspected	Passenger cars	Light comm.	Places	Inspected	Passenger cars	Light comm.	Places
Northern Jutland	307	248	59	1	0	0	0	0	0	0	0	0
Middle and western Jutland	0	0	0	0	0	0	0	0	0	0	0	0
Eastern Jutland	192	172	20	2	0	0	0	0	314	261	53	3
Southeastern Jutland	0	0	0	0	0	0	0	0	0	0	0	0
Southern Jutland	339	255	84	1	443	322	121	1	383	322	61	5
Funen	80	64	16	2	0	0	0	0	216	181	35	2
Southern Zealand and islands	0	0	0	0	0	0	0	0	0	0	0	0
Middle and western Zealand	275	203	72	2	305	240	65	2	0	0	0	0
Western Copenhagen	432	344	88	2	306	258	48	2	847	709	138	7
Copenhagen City	0	0	0	0	0	0	0	0	0	0	0	0
Northern Zealand	309	269	40	1	297	237	60	2	341	271	70	3
Bornholm	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1.934</b>	<b>1.555</b>	<b>379</b>	<b>11</b>	<b>1.351</b>	<b>1.057</b>	<b>294</b>	<b>7</b>	<b>2.101</b>	<b>1.744</b>	<b>357</b>	<b>20</b>

Of the inspected cars 36 percent were driven by female drivers and 64 percent by male drivers. 30 percent of the cars were 10 years or older, 30 percent were 5 to 9 years old and 35 percent were newer than 5 years.

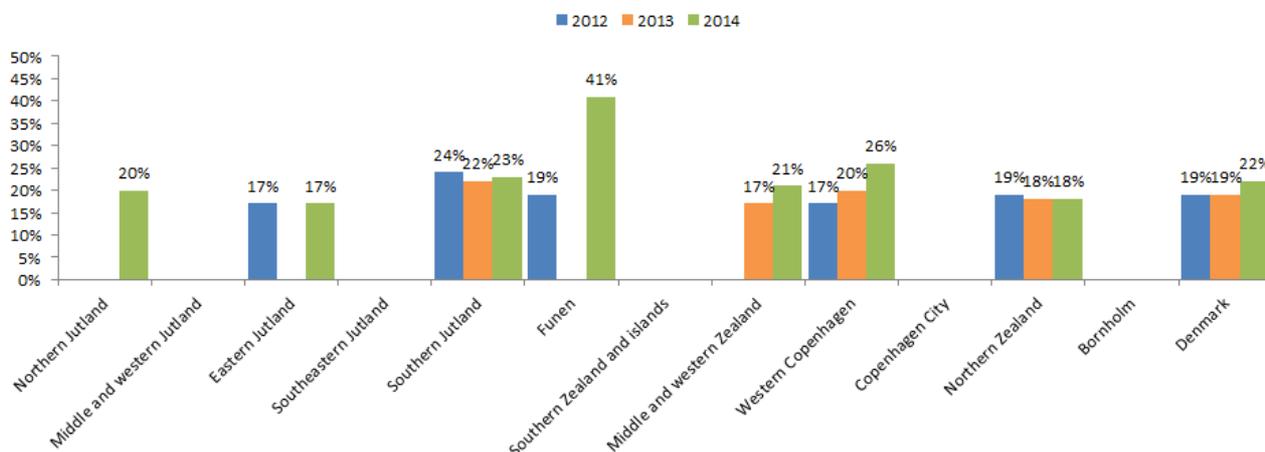
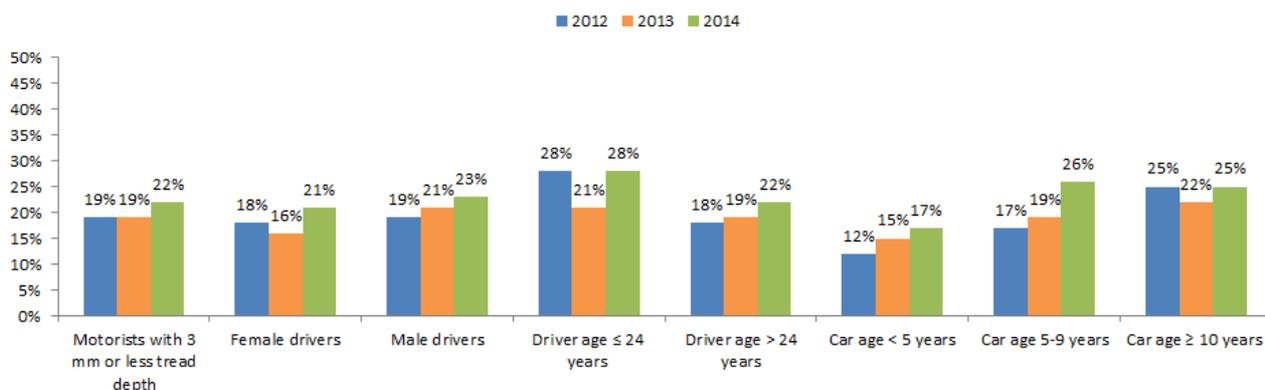
## Worn tyres

Tyres with a tread depth of less than 3 mm have significantly poorer grip on wet road and greater risk of aquaplaning than tyres with deeper pattern.

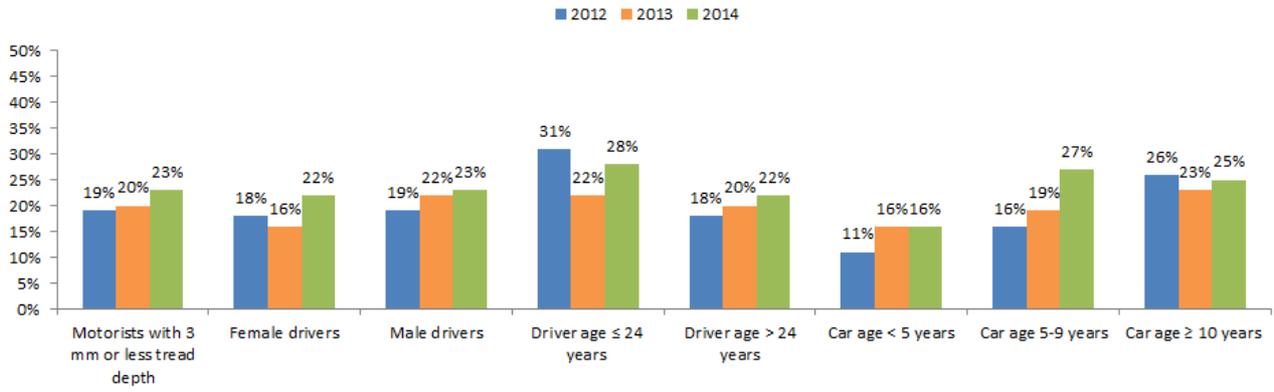
22 percent of the checked cars had at least one tyre with 3 mm or less tread depth. If this percentage reflects the overall condition nationwide, this is equivalent to almost 600,000 cars on Danish roads with at least one tyre with a tread depth of 3 mm or less.



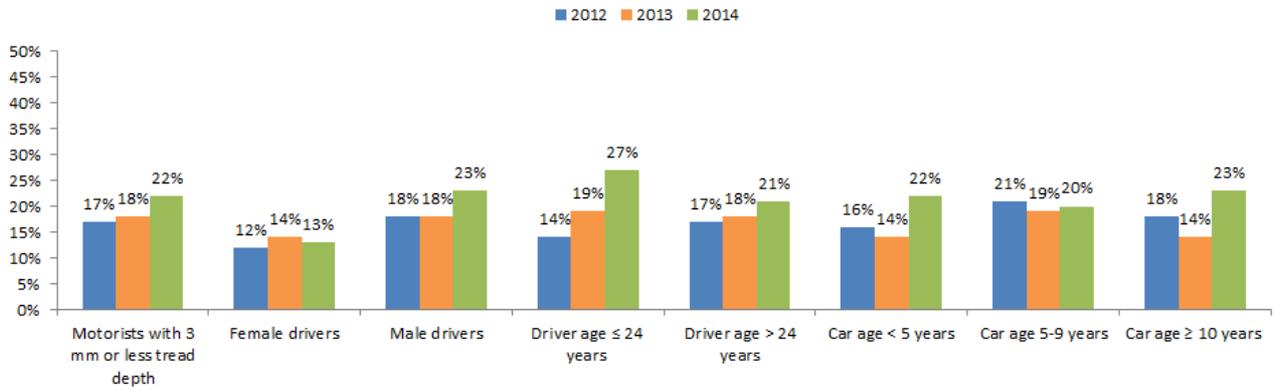
### Total result:



Passenger cars:



Light commercial vehicles:

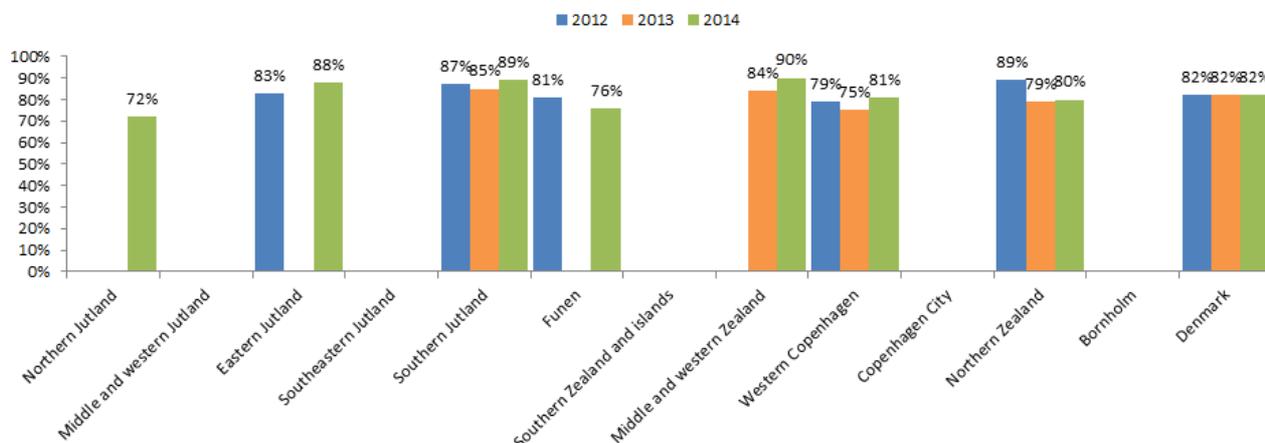
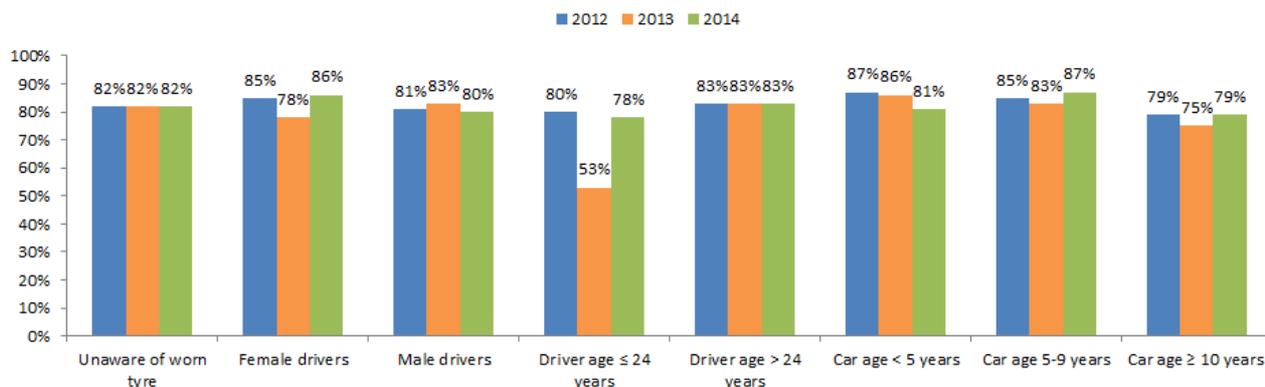


## Awareness about tyre condition

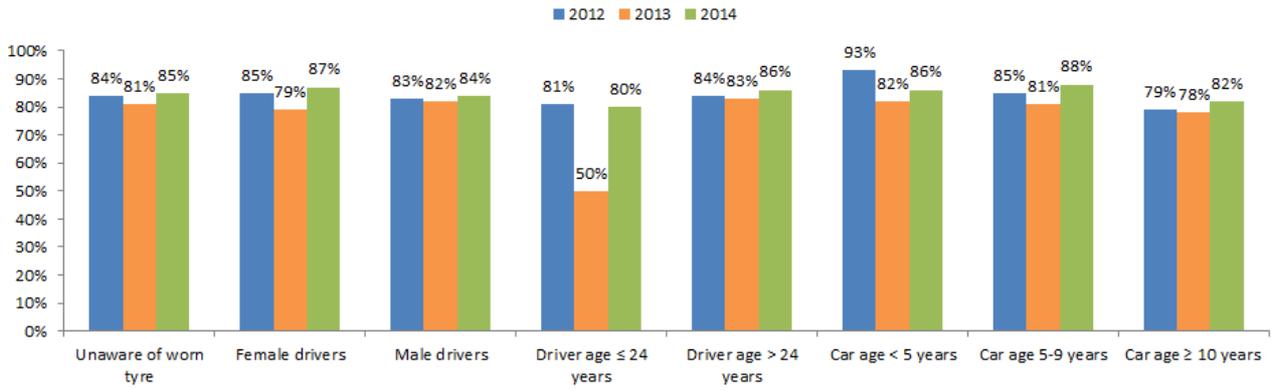
Motorists who were stopped in *Dækrazzia* were asked to rate their car's tyre condition with regard to tread depth. Following answers were possible: "Bad" (3 mm or less), "satisfactory" (between 3 and 5 mm) and "good" (5 mm or more).

Of those who had at least one tyre with 3 mm or less tread depth, as many as 82 percent were unaware of it and considered the tyre condition as either good or satisfactory.

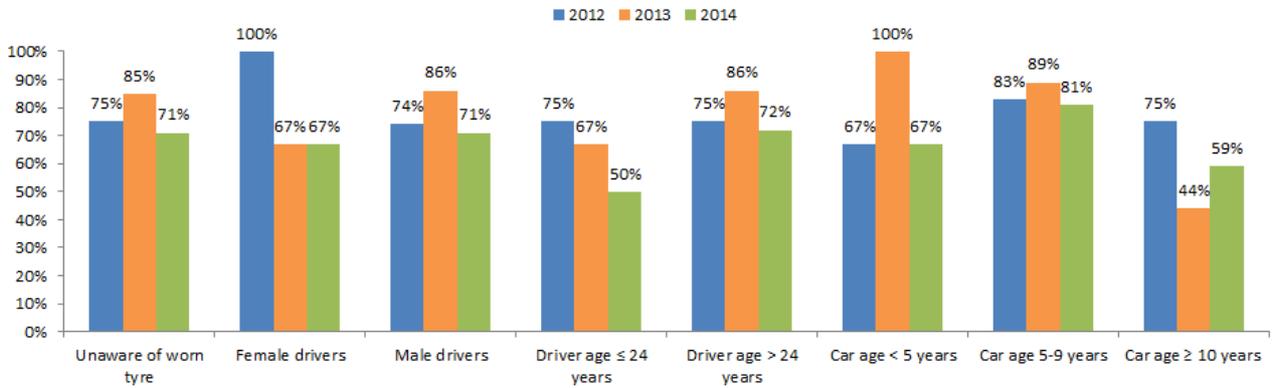
Total result:



Passenger cars:



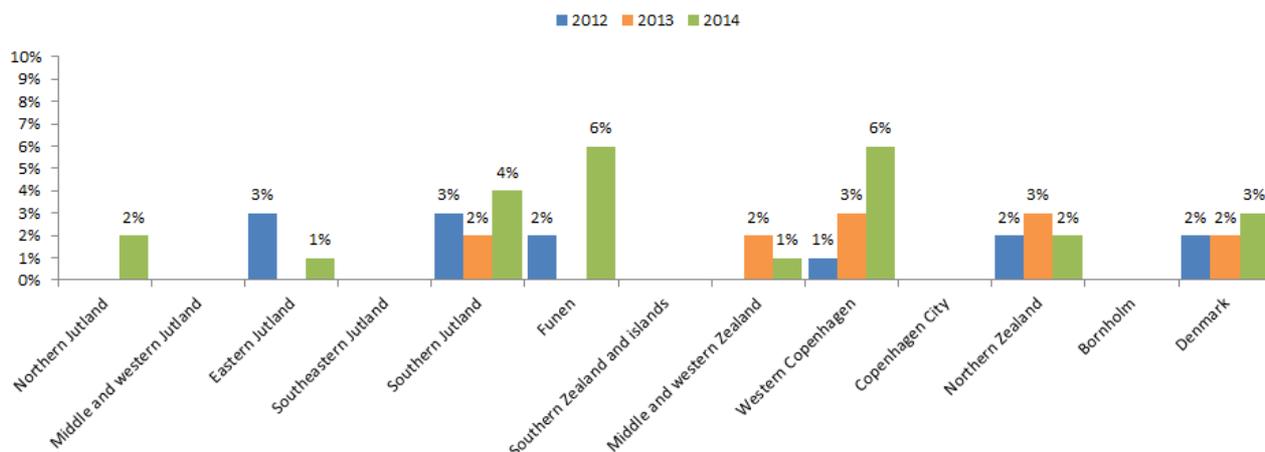
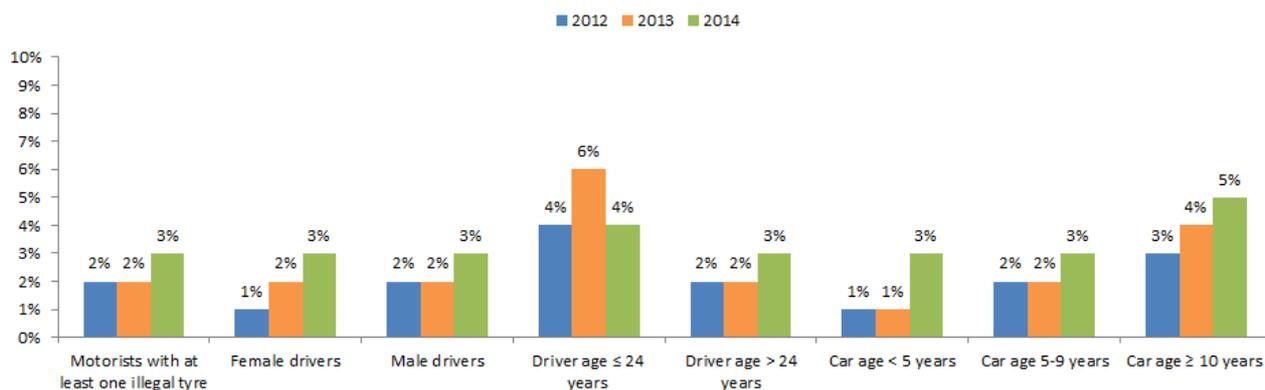
Light commercial vehicles:



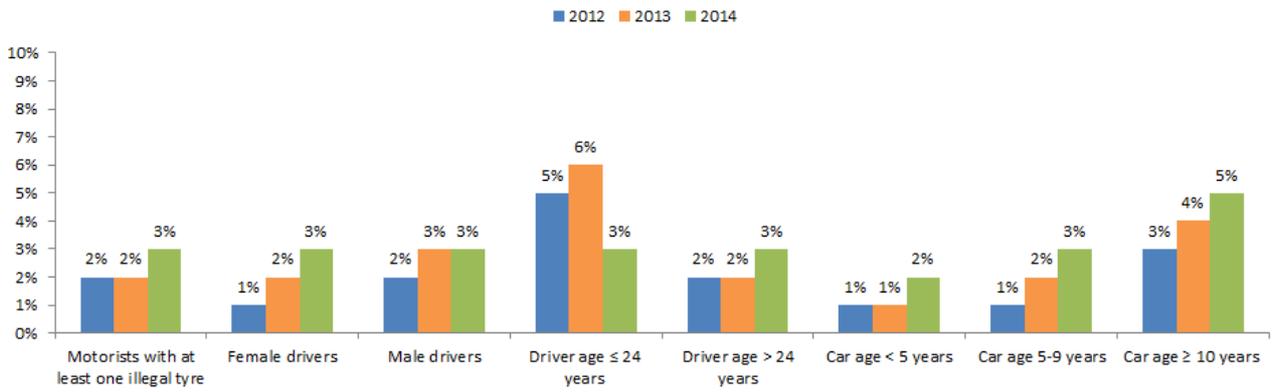
## Illegal tread depth

The proportion of motorists who drove with at least one tyre with illegal tread depth (<1.6 mm) was 3 percent. Converting this amount to a national level, this corresponds to 81,000 cars with illegal tyres.

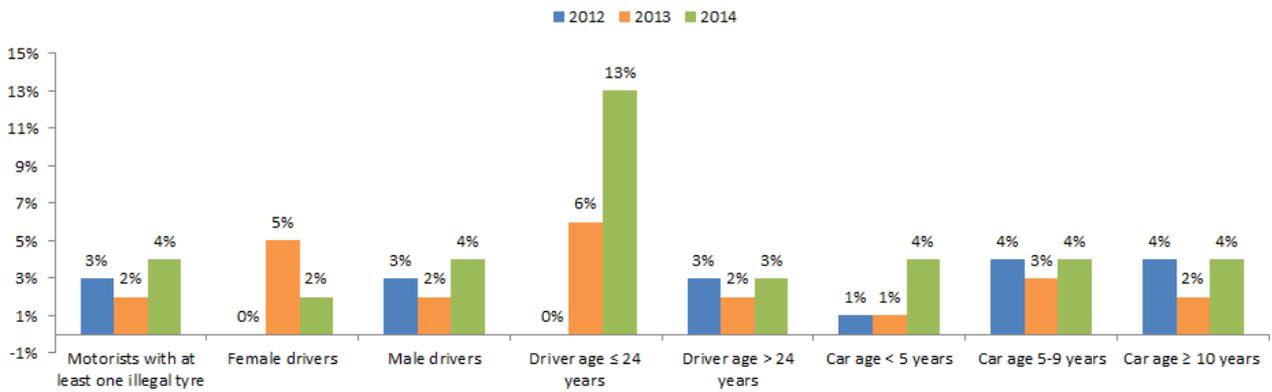
Total result:



Passenger cars:



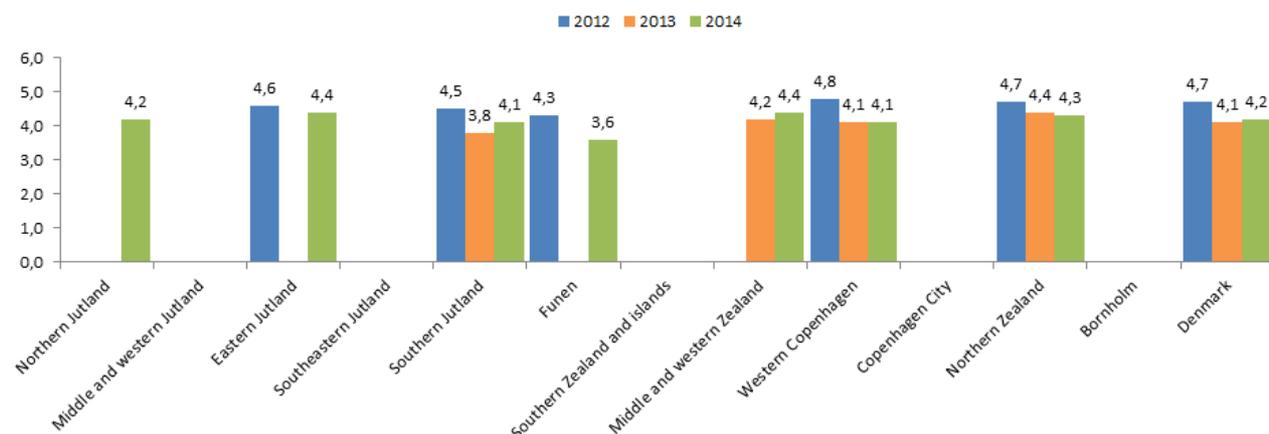
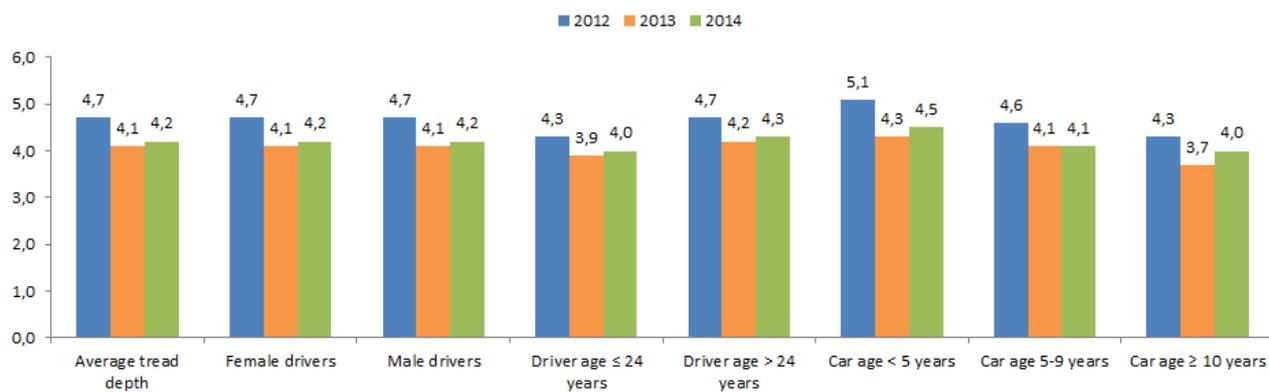
Light commercial vehicles:



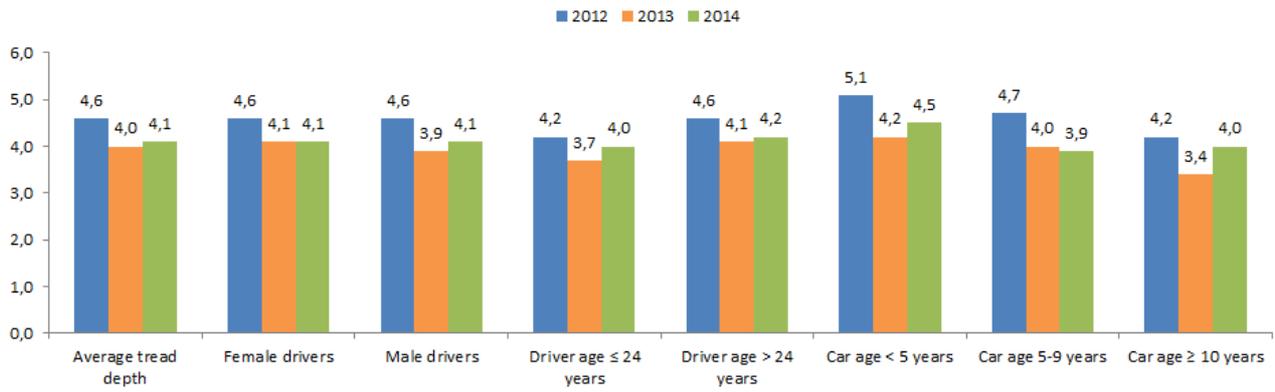
## Average tread depth on most worn-out tyre

Average tread depth on the most worn-out tyre is 4.2 mm.

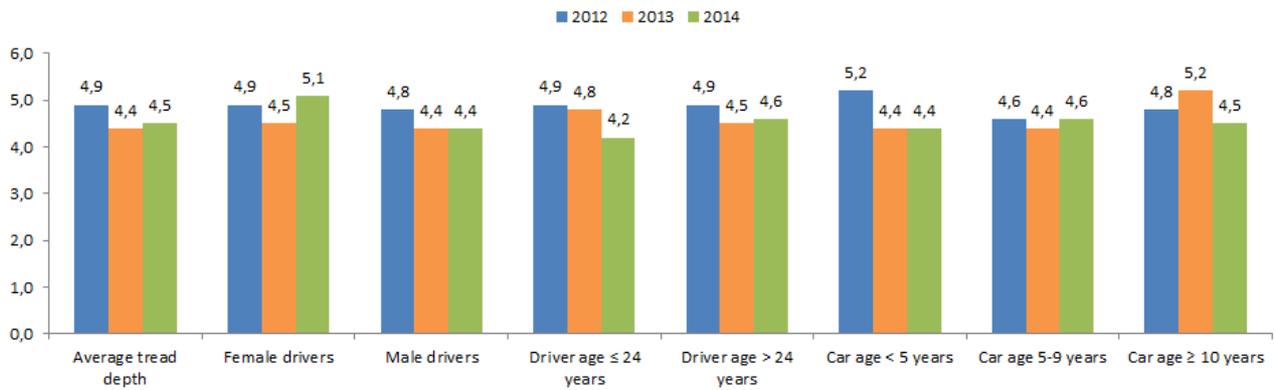
Total result:



Passenger cars:



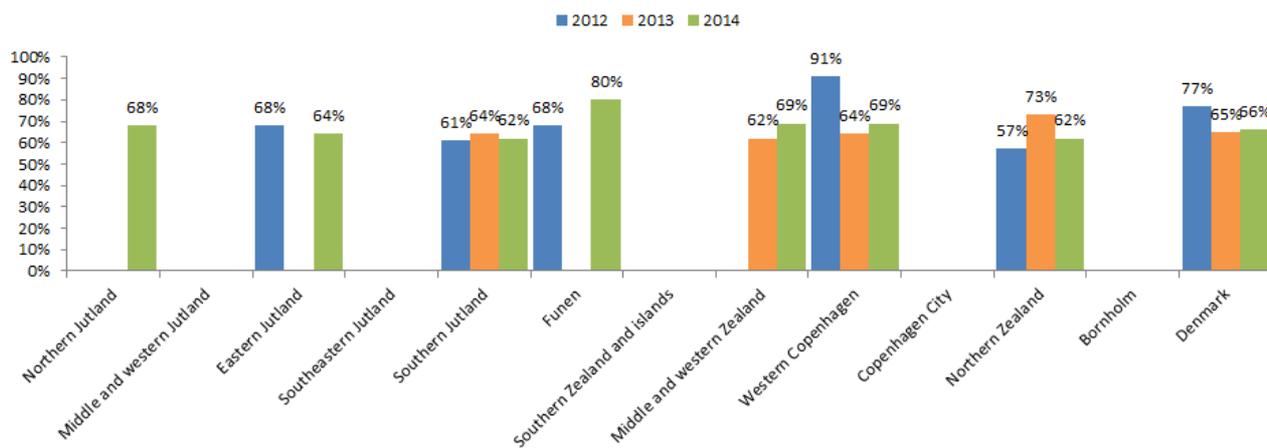
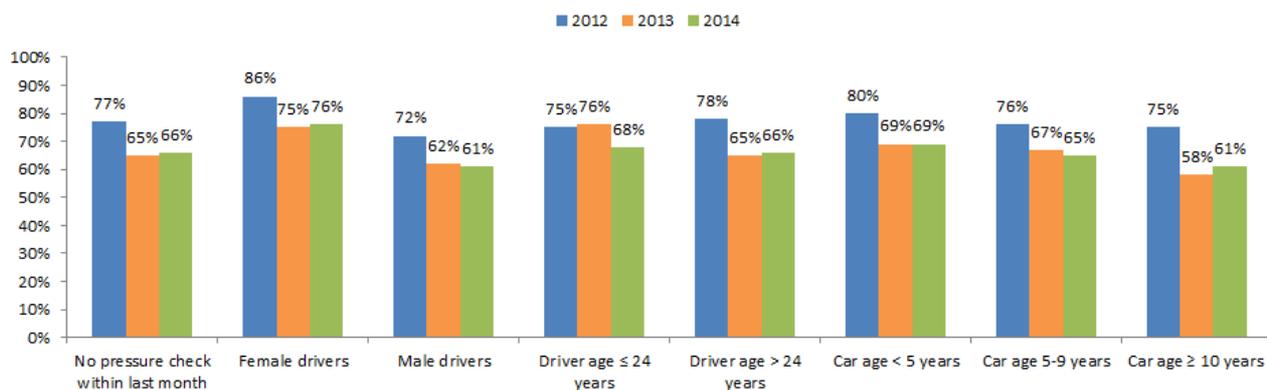
Light commercial vehicles:



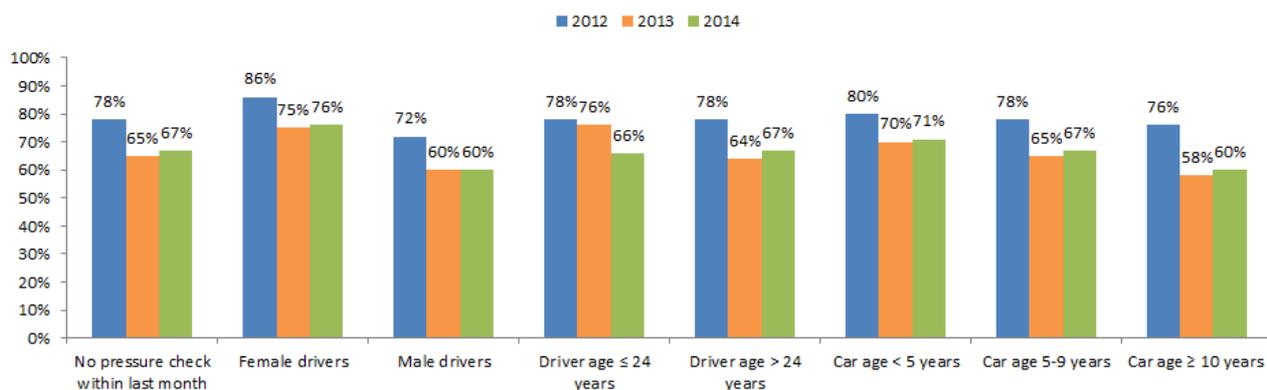
## Checking the air pressure

66 percent of those surveyed had not checked the air pressure in the tyres within the past month or did not know when it was last done.

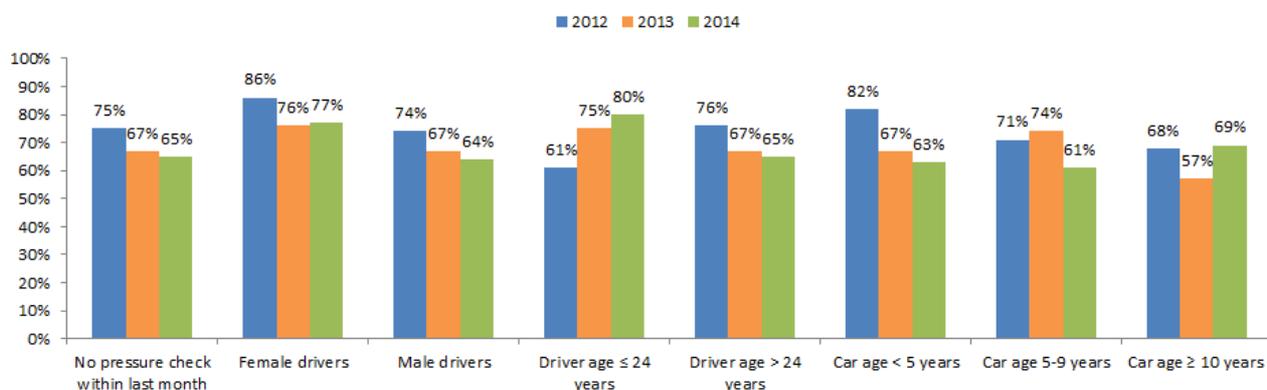
Total result:



Passenger cars:



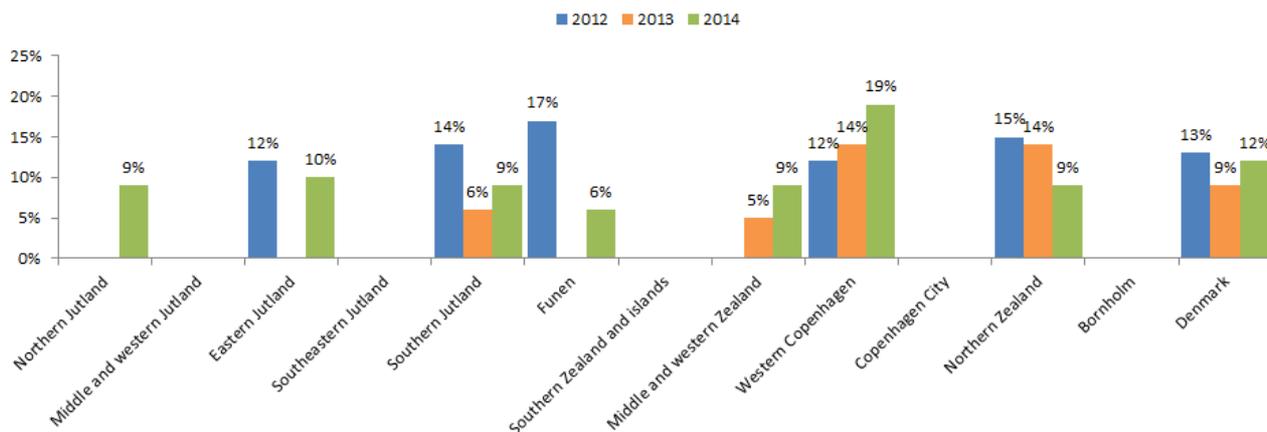
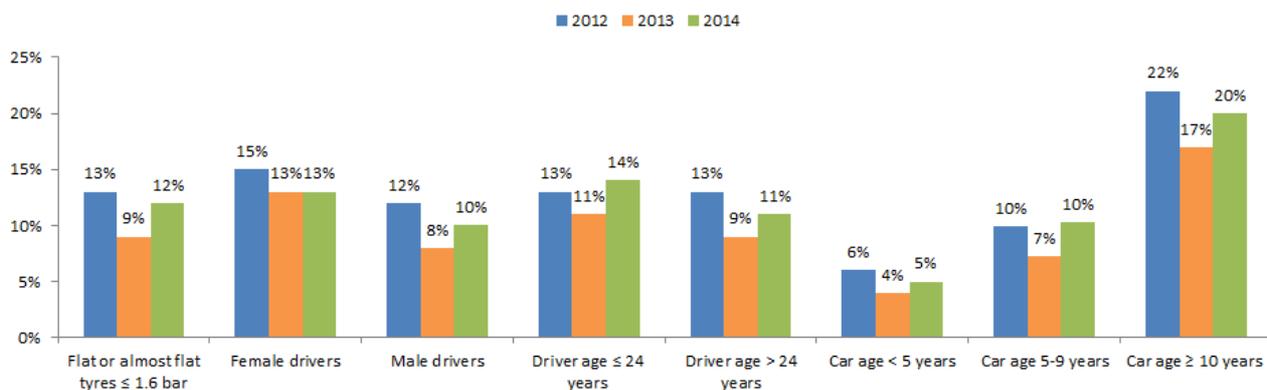
Light commercial vehicles:



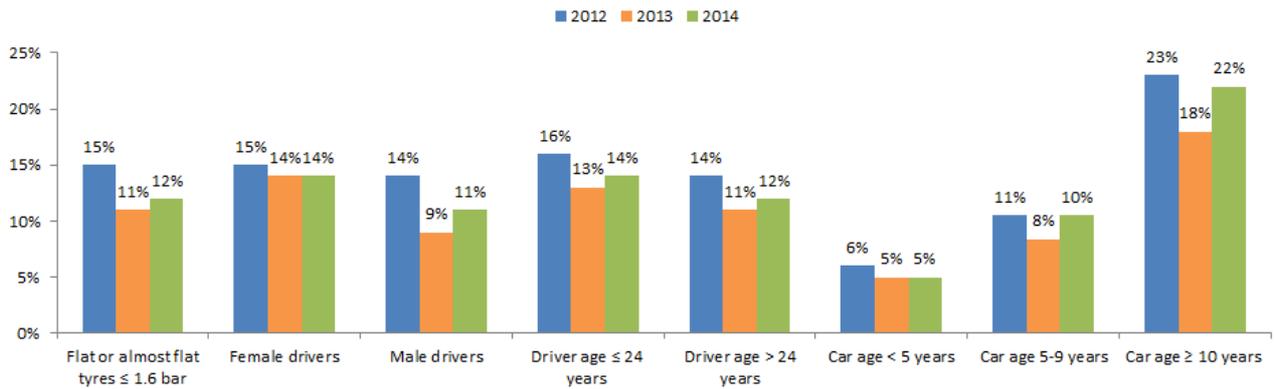
## Flat or almost flat tyres

Every eighth car had at least one tyre with pressure so low that it is considered as a puncture or partial puncture (1.6 bar or less).

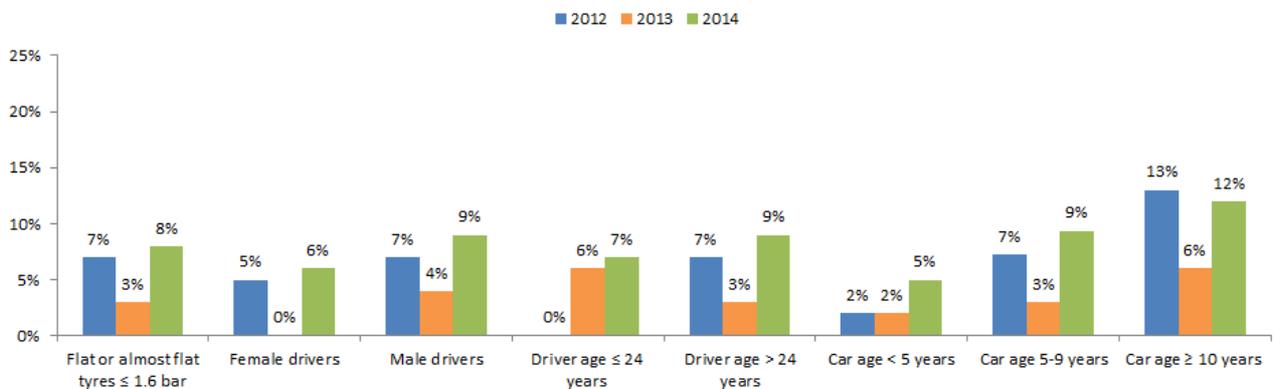
Total result:



Passenger cars:



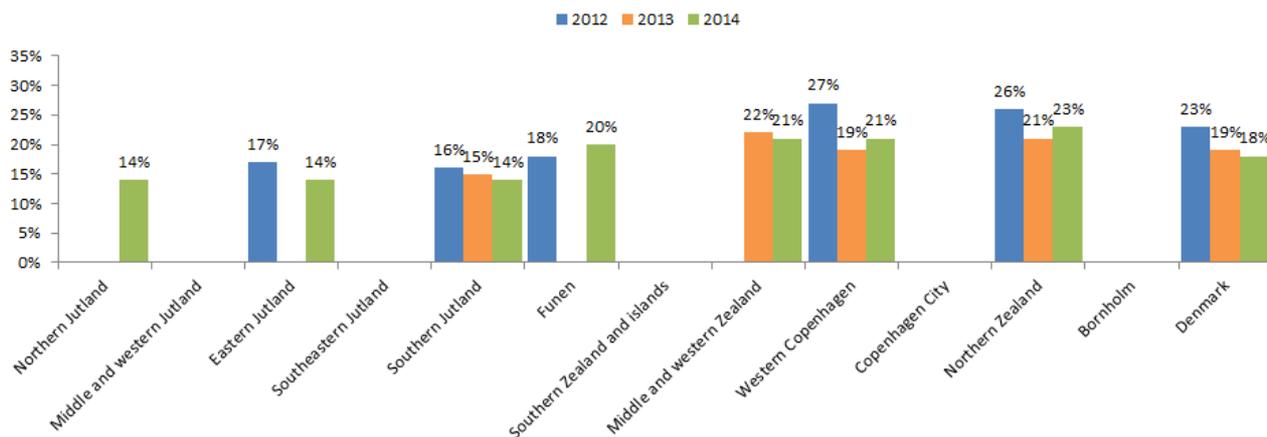
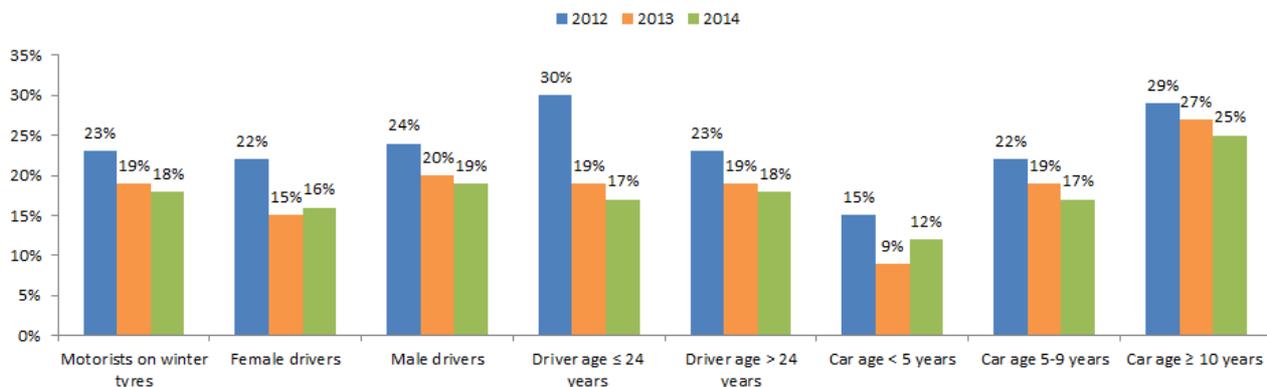
Light commercial vehicles:



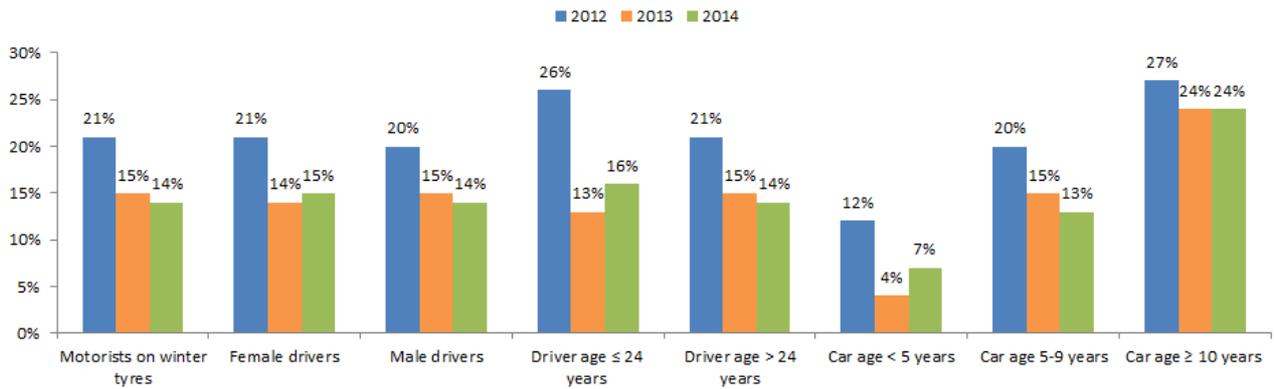
## Winter tyres in the warm season

The proportion of motorists who drove with winter tyres in September was 18 percent.

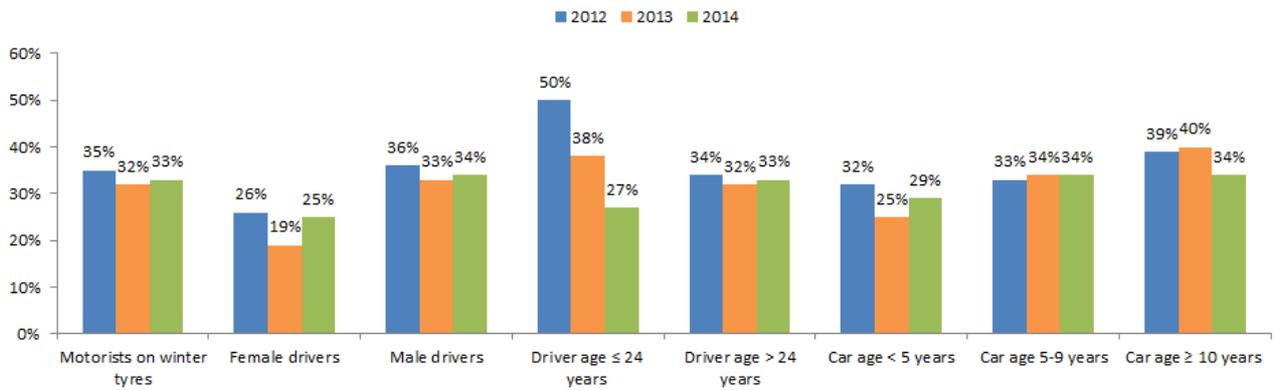
Total result:



Passenger cars:

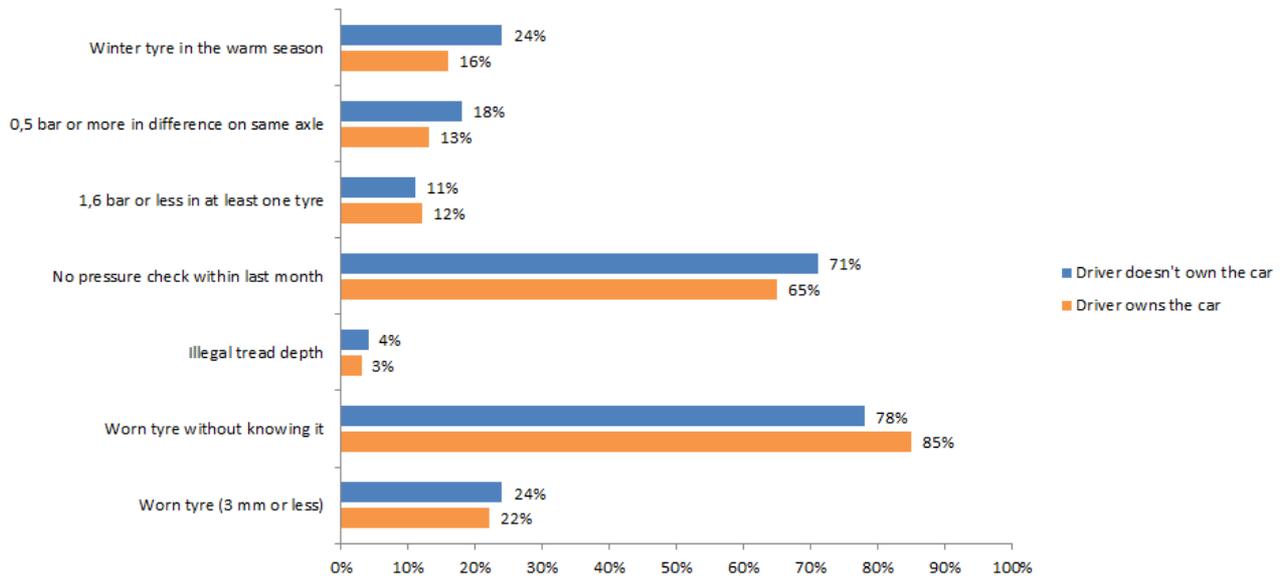


Light commercial vehicles:



## Differences if the driver owns the car or not

In many areas drivers who don't own the car have less focus on the tyres.





[www.daekrazzia.dk](http://www.daekrazzia.dk)

In this report *winter tyres* are defined as tyres marked with 'M+S'.

The Danish Tyre Safety Council would like to thank all participating and involved parties who made this campaign possible.

Reproduction of the results in this report is allowed when mentioning the source. This also applies to the photos from *Dækrazzia* which can be found on [galleri.daekrazzia.dk](http://galleri.daekrazzia.dk).

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