

Result of "dækrazzia" Tyre Inspection Campaign

May 2012

What is *dækrazzia* tyre inspection campaign?

The police conducts ordinary traffic inspections, in which the driver must present her/his 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 tyre inspection 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 tyres. 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 Council for Tyre Safety.

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 Council for Tyre Safety was founded in 1991.

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

30th of May 2012 the first *dækrazzia* tyre inspection campaign took place at four locations in Copenhagen area.

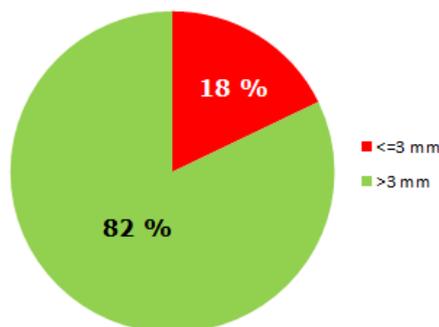
In total 488 passenger cars and light commercial vehicles were inspected.

Of the inspected cars 39 percent were driven by female drivers and 61 percent by male drivers. 37 percent of the cars were 10 years or older, 28 percent were 5 to 9 years old and 32 percent were newer than 5 years.

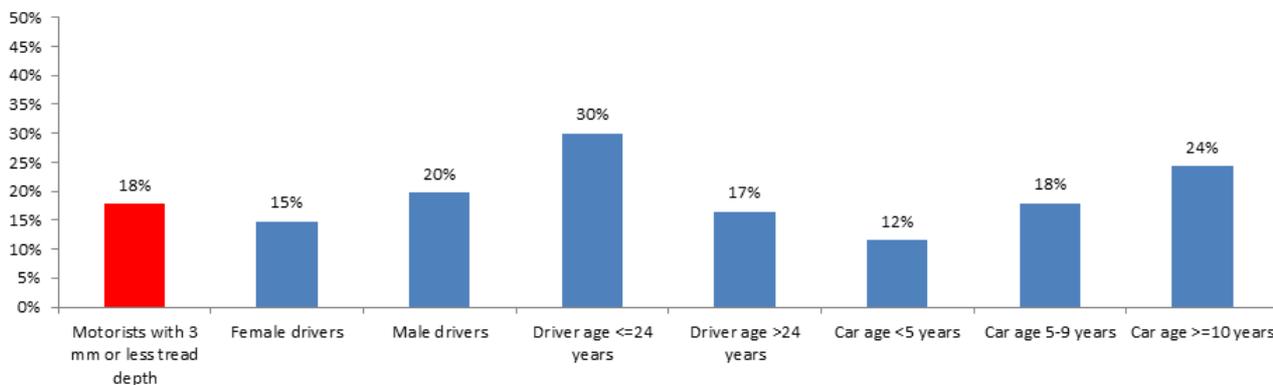
Worn tyres

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. 18 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 473,300 cars on Danish roads with at least one tyre with a tread depth of 3 mm or less.

Distribution of cars with at least one tyre with 3 mm or less tread depth:



Among young drivers 30 percent were driving on worn tyres.

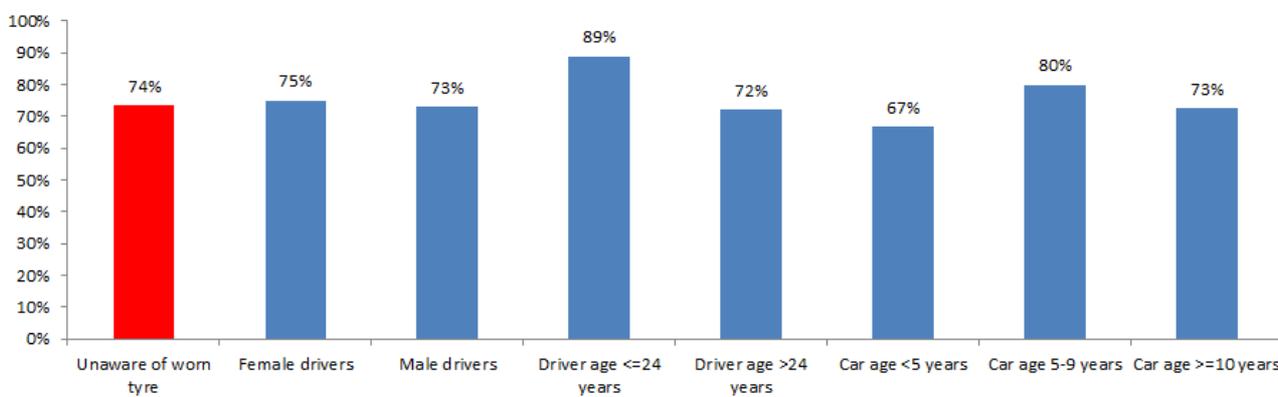


Awareness about tyre condition

Motorists who were stopped in *dækrazzia* were asked how they 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 74 percent were unaware of it and considered the tyre condition as either good or satisfactory.

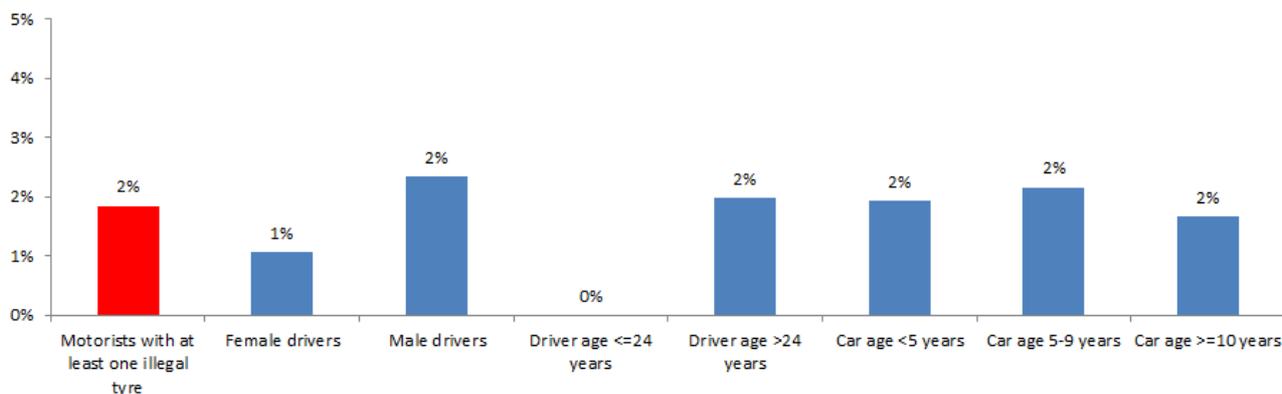
Here, too, the young drivers were worst off, as 89 percent were unaware of the tyre condition.



Illegal tread depth

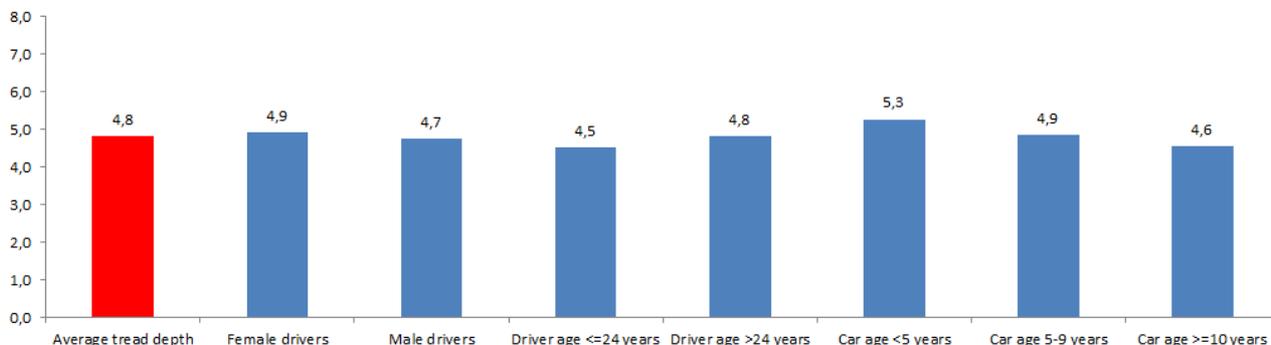
The proportion of motorists who drove with at least one tyre with illegal tread depth (<1.6 mm) was 2 percent. Converting this amount to a national level, this corresponds to 52,600 cars with illegal tyres.

Culprits are fairly evenly distributed between the genders and car vintages.



Average tread depth on most worn-out tyre

Average tread depth on the most worn-out tyre is 4.8 mm. Newer cars generally have a greater average tread depth than older cars.

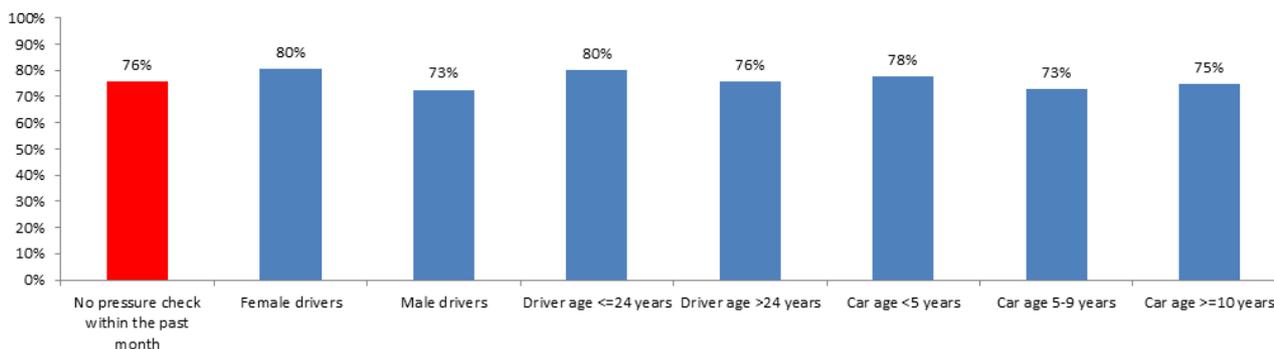


Checking the air pressure

76 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.

The male drivers are a bit better to check the air pressure than the women, but in general the pressure checking seems very bad. 27 percent of male drivers have checked the air pressure within the past month, while only 20 percent of female drivers have done the same.

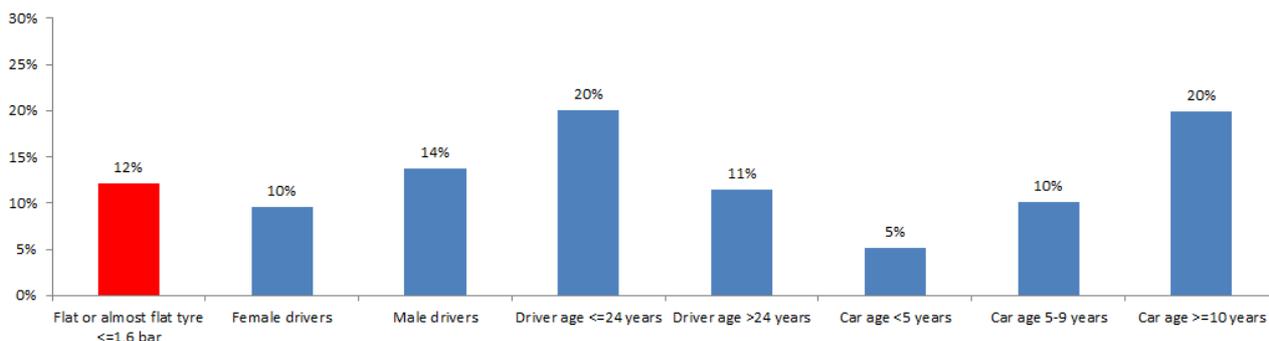
Young drivers are worse to forget frequently tyre pressure checks than older drivers.



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).

The majority of those who drive with (almost) flat tyres is among the young drivers and old cars, namely 20 percent in both groups.



Difference in air pressure on the same axle

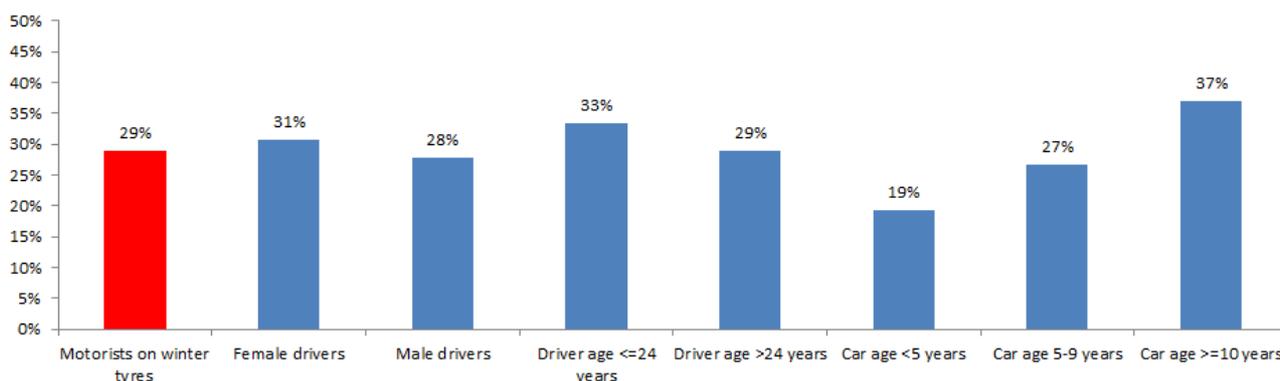
Of all surveyed cars 17 percent had 0.5 bar or more difference in air pressure on the same axle.

Difference in air pressure between the right and left side of the car can cause instability.

Winter tyres in the springtime

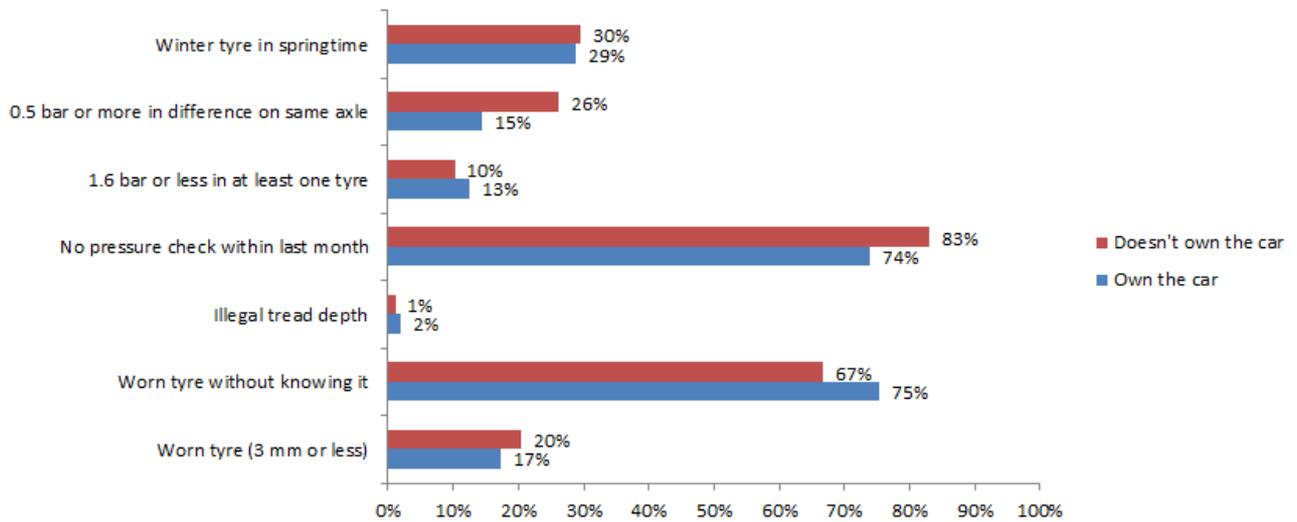
The proportion of motorists who drove with winter tyres (M+S marked) in May was 29 percent.

Women, young people and drivers in older cars are in greater extent driving on winter tyres in the warm springtime and forget to switch to summer tyres.



Differences if the driver owns the car or not

Regardless of whether the driver owns the car or not, there is lots of room for tyre condition improvement on the Danish roads.





www.daekrazzia.dk

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

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