

## A STUDY ON THE CAUSES OF NON-COMPLIANCE WITH SAFETY TIPS RESULTING IN TRAUMATIC BRAIN INJURY IN INJURED DRIVERS

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### ABSTRACT

Road and traffic accidents are one of the most common accidents that endanger the lives of many people in the world annually. The purpose of this study is to examine the causes of non-compliance with safety tips resulting in injured drivers who referred to the emergency room of Khatam-al Anbia Hospital in Zahedan in 2013. The method of this study is quantitative-descriptive. For this purpose, 100 injured drivers were selected by convenience sampling method. Data were collected through questionnaire and then were analyzed by using SPSS 16 software and descriptive statistical methods. The highest frequency with 44% was related to the age group 21-30 years and the least frequency with 5 % was related to the age groups below 20 years and over 50 years. In the study of the relationship between the experience of driving and job, the most frequency with 44% was related to driving experience below 5 years and the least frequency with 3% was related to over 25 years of driving experience. 57/1% of respondents had the experience of using psychiatric medicine and drugs and 86/1% of respondents had never the experience of using medicine and drugs. 45/6% of respondents used safety belt and 33/3% did not use it. In the study of the hour of cause and accident, overturn with frequency of 75/6% was the cause of accidents outside the city and collision from front and back with frequency of 72% was the cause of accidents inside the city. The findings showed that the way of compliance with traffic regulations in terms of marital status, experience of driving, use of alcoholic drinks and the number of accidents in terms of compliance with traffic regulations were not significant at  $p \leq 0/5$  level. But the experience of using psychiatric medicine was significant in terms of compliance with traffic regulations.

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### Introduction

Road and traffic accidents are one of the most common accidents that endanger the lives of many people in the world annually. Our country, Iran, is one of the countries with the most accidents and deaths. This increases the medical expenses and care of injured people cases mental problems and depression in families and also causes the loss of active workforce temporarily or permanently. The issue of traffic accidents, losses and high economic and social costs are the most essential problems that challenged the experts and officials of transportation (1).

Car accidents were raised as a global concern by the United Nations and the World Health Organization as one of the main criteria that threaten the health and lives of people. According to the prediction of changes in grading, ten important causes of early death due to disease or trauma in the world, the losses of car accidents will reach from the ninth factor of death to the third factor in the future (2).

Iran was introduced as one of the countries with most cases of death due to road and traffic accidents (3). So that, car accidents are the second cause of death after cardiovascular disease and the most reason of referring to emergency centers and surgery rooms (4).

According to the statistics of car accidents at global level, annually more than 220000 people are killed at accidents and 7 million people are injured (5).

The process of accidents index growth was negative or had a slow growth in most countries since 1990 to 1993. (For example in France 18%, England 16%, Denmark 7%, Pakistan 2%, India ½%, Hong Kong ¼%, and South Korea 2/2%). This is while the same index was 55% in Iran during the years 1373-1375) (6).

Zadeh (2011) states that the main victims of accidents are people between 15-44 years, especially the youth. The deaths due to car accidents in 1998 for both genders was about 19/9 deaths per one hundred people(7). This amount was 10/8 for female and 28/8 for male. Also in 2000, 1/82 million people in the world died due to these accidents (8). The amount of causal death due to car accidents is equal to 47/8 per 100000 people (76/5) in men and (17/9) in women and the age average of victims is 35/6 years (9).

According to the World Health Organization, annually 6/5 million people of abnormal and unintentional mortality and about 63% is related to road accidents. Iran has one-fortieth of

accidents and is ranked at 100<sup>th</sup> place in the world. Since 1365, annually 10 to 15% was added to road accidents and Iran is 2006 with over 27000 killed people due to road accidents is ranked first in the world. While in other countries annually 5-10 deaths occur per 10000 vehicles, this figure is 35 cases per 10000 vehicles. About half of all deaths due to different accidents are resulted from Head Trauma. Head Trauma has adverse consequences in health, economic and family aspects. Also, the long duration of hospitalization imposes high expenses in health and medical systems and insurance organizations in terms of bed occupancy and treatment costs (10).

The amount of head trauma is increasing in the world and is about 2 million people in America per year. In our country, the most common reason of traumatic brain injury is car accidents. In 2010, the number of 23249 people died of car accidents(11). Car accidents in Iran has been one of the main concerns of officials and people in the last decade; the accidents that kill tens of thousands of our people and make other tens of thousands disabled. The losses and injuries due to car accidents have a long effect on families. Over 250000 killed and injured people means that a quarter million families move toward poverty. During the past ten years, 2/7 million families have been involved directly with the loss of income or costs due to the care of injured or permanently disabled individuals (2).

In general, the main factors affecting the accidents can be divided into 4 groups of road (geometric features of road, features of traffic flow), vehicles (the capability of vehicle, technical problem of parts), human factors (characteristics of driver, behavior of driver, and physiological and mental ability of driver) and environment (weather conditions) and these factors are connected to each other as chain (12). Traffic accidents are considered as a social concern at international level that kills many people every year and causes large expenses to society. Each person who is injured in an accident is disabled or died, since he/she is not an independent person or lives in a network of relations with others (family, friends and everyone who is affected by this event (thus the consequences of this event do not refer only to the injured person, but all those who are related to that person are also affected. Due to the lack of real valuation for the lives of people and the pain of losing a relative, the exact estimate of the costs of an accident is impossible. About Iran where the number of vehicles is growing significantly and consequently the number of accidents and losses is increasing, this problem becomes more important (3).

Since public associations have efforts on predicting indexes and criteria like applying rules and regulations, improving the status of roads, culturalization and etc, but the annual statistics of traffic roads are still increasing. Thus, the need to more studies on the factors affecting traffic accidents is felt more than ever(12).

According to the studies, the main purpose of this study is to determine the causes of noncompliance with safety tips that led to traumatic brain injury in drivers who referred to Khatam al Anbia hospital in Zahedan in 2013

## 2. Method and Materials

The present study is descriptive. In this study, the research environment is the emergency room of Khatam al Anbia hospital in Zahedan city. The statistical population of this study includes all drivers who referred to Khatam al Anbia hospital in Zahedan city due to traumatic brain injury and 96 subjects were selected. Sampling method in this study is field method. In this study, the researcher has used all drivers who referred to the emergency room of Khatam al Anbia hospital and had traumatic brain injury due to accidents. Data collection tool was Manchester driving behavior standard questionnaire that was adjusted by advisor and supervisor. The adjusted questionnaire in this study has 5 parts. Descriptive and analytical statistics (frequency, mean, standard deviation and variance) were used for data analysis.

## 3. Results

Objective 1: What are the personal characteristics of the drivers who had traumatic brain injury?

The highest frequency with 44% was related to the age group 21-30 years and the least frequency with 5% was related to the age group below 20 years and over 50 years. Also, according to the results of the above table, 94% of respondents were male and 6% were female (Table 1).

28% of respondents were single and 72% were married (Table 2).

The highest frequency was related to high school level and the least frequency was related to illiterate people (Table 3).

67% of respondents were employed and 28% were unemployed. Also, based on the findings of the above table, the highest frequency with 44% was related to the experience of driving under 5 years and the least frequency with 3% was related to experience of driving over 25 years (Table 4).

40% of respondents had driving license B1 and 8% had driving license B2 (Table 5). The highest frequency of accident with 56% was related to Pride and the least frequency with 1% was related to Mazda 3, Xantia, Tiba and truck (Table 6).

57/1% of respondents sometimes had the experience of using psychiatric medicine and drugs and 86/1% of them have never had this experience (Table 7).

The highest frequency (90%) was related to the respondents who have never used alcoholic drinks and the least frequency was related to those who (always, often, sometimes) used alcoholic drinks (Table 8).

Second objective: What are the social characteristics of the drivers who had traumatic brain injury?

The highest frequency (61%) was related to those who had one accident and the least frequency (14%) was related to those who had 3 or more accidents. Also, according to the results of the above table, 32% of respondents had the experience of fine in recent month and 67% had no such experience (Table 9).

55% of respondents had the experience of previous accident and 44% had no experience. Also, according to the results of the above table, 76% of respondents used safety belt and 21% did not use (Table 10).

45/6% of respondents used safety belt and 33/3% did not use. Also, according to the results of the above table, the highest frequency 80% was related to those who drove 1-6 hours before accident and the least frequency with 19/3% was related to driving more than 6 hours (Table 11).

The overturn of car with frequency of 75/6% of was the cause of accidents inside the city and collision from front and back with frequency of 72% was the cause of accidents inside the city (Table 12).

58% of respondents had accident on day and 37% at night. Also, according to the results of the above table, sleepiness with frequency of 37/8% at night and carelessness with frequency of 42/1% on day were the causes of accidents (Table 13).

43/8% of people were 41-50 years old and the cause of accident was carelessness while 30/4% of people were 21-30 years old and the cause of accident (Table 14).

Deviation to left with frequency of 19/4% in people who had the experience of driving for 6-10 years caused accident while this item is zero in people with the experience of driving for over 21 years. The least frequency is related to illegal overtaking with frequency of 11/4% in

people with experience of driving under 5 years. While this item in experience of driving is zero for over 20 years (Table 15).

The highest frequency of responses was related to intentional ignorance of legal speed in the late evening or early morning with frequency of 37%, distraction while driving (paying attention to radio or listening to music) with frequency of 27% and (approaching the front vehicle to move aside) with frequency of 15% has achieved the highest score in responding the questions of traffic violations (Table 16).

The observed F about compliance with traffic regulations in terms of marital status, experience of driving, type of driving license, experience of using psychiatric medicine, using alcoholic drinks and the number of accidents was significant at  $p \leq 0.05$  level (Table 17). The observed F about compliance with traffic regulations in terms of marital status, experience of driving, type of driving license, using alcoholic drinks and the number of accidents was significant at  $p \leq 0.05$  level. But about the experience of using psychiatric medicine, it was significant in terms of compliance with traffic regulations. It means that the experience of using psychiatric medicine affect the compliance with traffic regulations.

#### 4. DISCUSSION

First question: What are the personal characteristics of the drivers who had traumatic brain injury?

The obtained results showed that the highest frequency with 44% was related to the age group 21-30 years and the least frequency with 5% was related to the age groups below 20 years

and over 50 years. Also, according to the results, 94% of respondents were male and 6% were female. In a study by Zare and Nazer (2011) that compared a variety of functions of paying attention by drivers with accident and without accident and its relationship with age, there was a positive

significant relationship between the increase of age and reaction time in focused attention test ( $P < 0.0001$ ,  $r = 0.178$ ) and consistency and inconsistency of Stroop test ( $P < 0.0001$ ,  $r = 0.27$ ) (7)

Pak Gohar et al (2008) in a study examined the role of human factor in the occurrence and severity of road accidents and 99% of the drivers who had accident were male and only 1% were female and these results are considered with the results of the recent study. (13)

The obtained results show that 28% of respondents were single and 72% were married. In this study, a significant relationship was observed between marital status and traffic violations.

there was a significant relationship between education and traffic violations in our study, previous studies show that education can be an effective factor in the number of accidents and traffic violations to some extent. In a study entitled the study and identification of risk potential of a variety of drivers based on traffic behaviors, accidents and crimes

Hatami et al (2011) concluded that there is no relationship between education and type of driving. (14)

The results obtained from table 4 showed that the frequency distribution of samples is based on experience of driving and job status. 44% of respondents had the highest frequency related to the history of driving below 5 years and the least frequency with 1% was related to respondents 21-25 years. Haghshenas et al (2005) in a study entitled the relationship between personality factors and behavior of drivers in Shiraz and the significant relationship between experience of driving and job status was predictable. (6)

Based on the obtained results, 40% of respondents had license B1, 8% had B2, 10% had class 1 license and 39% had class 2 license. Pak Gohar et al (2009) in a study examined the role of human factor in the occurrence and severity of road accidents and found that 19% of those who had accident had Probationary license or B1. (13)

The highest rate of accidents was related to Pride and the least rate was related to high model and modern cars. Thus, in our study there was a significant relationship between the type of vehicle and accidents. The results of our study are not consistent with the results of Ahmadi's study (2010). (14)

57/1% of respondents had sometimes the experience of using psychiatric medicine and drugs and 86/1% of respondents had never used psychiatric medicine and drugs.

Only 2% of respondents had the experience of using alcoholic drinks and 90% had never used alcoholic drinks. These results are not consistent with the results of Pak Gohar et al (2008) that studied the role of human factor in the occurrence and severity of road accidents. (13)

Second question: What are the social characteristics of the drivers who had traumatic brain injury?

The results obtained from table 9 show that 61% of respondents had 1 case, 20% had 2 cases and 14% had 3 cases or more experience of accident. Also, based on the results of the above table, 32% of respondents had the experience of fine in recent month and 67% had no experience. In our study, a significant relationship was observed between the experience of fine and the number of accidents that are consistent with the study of Saffar Zadeh and Bagheri (2012). According to the results of this study, the increase of fines is considered as a solution to reduce traffic violations. (16) Abbas Zadeh et al (2012) in a study entitled the study of the relationship between inhibiting factors and compliance with traffic regulations concluded that there is

a significant relationship between the amount of fine risk and punishment and compliance with traffic regulations(17). Also, based on findings, 76% of respondents use safety belt and 21% do not use. In this study, we did not specify if drivers used safety belt at the time of accident or not, and thus the results are not consistent with the study of Pak Gohar and Esmaili (2009). Also, in this study it was found that those who had the experience of accident are more likely to commit more crimes and accidents.(13)

According to the results, 45/6% of respondents used safety belt and 33/3% did not use. Also, based on the results of the above table, the highest frequency (80%) was related not those who drove relentlessly for 1-6 hours before accident and the least frequency (19/3%) was related to driving for more than 6 years. In our study, a significant relationship was observed between the use of cell phone and traffic violations. Also, there was not significant relationship between the duration time of driving and car accidents. These results are not consistent with the study of Saffar Zadeh et al (2013).(16)

45% of respondents had accident due to overturn, 25% due to collision from front or back and 25% due to collision from both sides. Overturn with frequency of 75/6% was the cause of accidents outside of the city and collision from front or back with frequency of 72% was the cause of accidents inside the city. These results are consistent with the results of Reza Zadeh et al (2012).(18)

According to results, deviation to left with frequency of 19/4% in those who had experience of driving for 6-10 years caused the accident while this item is zero for those who had experience of driving for more than 21 years. The least frequency with 11/4 % was related to illegal overtaking in those with driving less than 5 years,while this item is zero in driving experience more than 21 years. A significant relationship was observed in our study between age and cause of accident. The results of our study are consistent with the study of Zare and Nazer (2011).(7)

Third question: What are the reasons of noncompliance with safety tips that led to the accidents by the drivers who had traumatic brain injury?

The results of table 16 indicate that the highest frequency of responses are related to the intentional ignorance of legal speed in the late evening or early morning with frequency of 37%, distraction while driving (paying attention to radio or listening to music) with frequency of 27% and (approaching the front vehicle to move aside) with frequency of 15% has achieved the highest score in responding the questions of traffic violations.

## 5. CONCLUSION

The compliance with traffic regulations in terms of marital status, experience of driving, type of driving license, using alcoholic drinks and the number of accidents were not significant at  $p \leq 0.05$ . But the experience of using psychiatric medicine was significant in terms of

compliance with traffic regulation. In other words, the experience of using psychiatric medicine affects the compliance with traffic regulations.

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**Tables**

**Table 1.** Absolute and relative frequency distribution of samples in terms of age and gender

Age -	female		male		With no answer		total	
	Frequency	percent	Frequency	percent	Frequency	percent	Frequency	percent
Below 20	-	-	5	5/3	2	%40	5	100/0
21-30	4	66/7	42	44/7	1	%20	46	100/0
31-40	1	16/7	27	28/7	-	-	28	100/0
40-50	1	16/7	15	16/0	2	%40	16	100/0
Over 50	-	-	5	5/3	-	-	5	100/0
total	6	100	94	100	5	100	100	100

**Table 2.** Absolute and relative frequency distribution of samples in terms of marital status

Marital status	frequency	percent
Single	28	%28
married	72	%72
total	100	%100

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**Table 3.** Absolute and relative frequency distribution of samples in terms of education

education	frequency	percent
illiterate	9	9%
Primary school	22	22%
High school	41	41%
Higher education	27	27%
With no answer	1	1%
total	100	100%

**Table 4.** Absolute and relative frequency distribution of samples in terms of experience of driving

Experience of driving/	employed		unemployed		With no answer		total	
	Frequency	percent	Frequency	percent	Frequency	percent	Frequency	percent

employment status								
Below 5 years	22	32/8	20	71/4	2	40%	44	100%
6-10 years	25	37/3	5	17/9	1	20%	31	100%
11-15 years	14	20/9	-	-	-	-	14	100%
16-20 years	3	4/5	2	7/1	2	40%	7	100%

21-25 years	1	1/5	-	-	-	-	1	100%
26-30 years	1	1/5	1	3/6	-	-	2	100%
With no answer	1	1/5	-	-	-	-	1	100%
Total	67	100	28	100	5	100	100	100%

**Table 5.** Absolute and relative frequency distribution of samples in terms of driving license

Type of license	frequency	percent
B1	40	40%
B2	8	8%
class 1	10	10%
class 2	39	39%
With no answer	3	3%
total	100	100

**Table6.** Absolute and relative frequency distribution of samples in terms of type of vehicle at the time

of accident

Type of vehicle	frequency	percent
Pride	56	56%
Peugeot	19	19%
Taxi	3	3%
Paykan	2	2%
Toyota	3	3%
Samand	2	2%



Always	2	2/22	1	14/3	-	-	-	-	6	3/8	-	-	9	100%
often	1	11/1	2	28/6	1	14/3	-	-	-	-	-	-	7	100%
sometimes	2	22/1	1	14/3	4	57/1	-	-	1	4/1	1	0/50	9	100%
Rarely	-	-	2	28/6	2	28/6	-	-	3	2/4	-	-	7	100%
Never	4	44/4	1	14/3	-	-	3	100%	62	86/1	-	-	70	100%
With no														
	-	-	-	-	-	-	-	-	-	-	1	0/50	1	100%
answer														
total	9	100	7	100	7	100	3	100	72	100	2	100	100	100%

**Table 8.** Absolute and relative frequency distribution of samples in terms of using alcoholic drinks

Using alcoholic drinks	frequency	percent
always	2	2%
often	-	-
sometimes	2	2%
Rarely	5	5%
Never	90	90%
With no answer	1	1%
total	100	100%



**Table 9.** Absolute and relative frequency distribution of samples in terms of the number of accidents and experience of fine in recent month

Number of accidents / experience of fine in recent month	1 case				2 cases				3 cases or more				Without response				total	
	F	%	F	%	F	%	F	%	F	%	F	%	F	%	F	%	F	%
Yes	19	31/1	5	25%			8	57/1	-	-	32	100%						
no	42	68/9	15	75%			6	42/9	4	80%	67	100%						
With no answer	-	-	-	-			-	-	1	20%	1	100%						
Total	61	100%	20	100%			14	100%	5	100%	100	100%						

**Table 10.** Absolute and relative frequency distribution of samples in terms of the experience of previous accident and using safety belt

Using safety belt/experience of accident	yes		no		Without response		total	
	F	%	F	%	F	%	F	%
Yes	39	51/3	15	71/4	1	33/3	55	100%
no	37	48/7	6	28/6	1	33/3	44	100%
With no answer	-	-	-	-	1	33/3	1	100%
Total	76	100	21	100	3	100	100	100%

**Table 11.** Absolute and relative frequency distribution of samples in terms of using cell phone while driving and the time of non-stop driving before accident

Using cell phone while driving/ duration of nonstop driving before accident	yes		no		Without response		total	
	F	%	F	%	F	%	F	%
1 hour and less	26	45/6	14	33/3	-	-	40	100%
1-6 hours	20	35/1	17	40/5	-	-	37	100%
More than 6 hours	11	19/3	6	14/3	-	-	17	100%
With no answer	-	-	5	11/9	1	100%	6	100%
<b>Total</b>	<b>57</b>	<b>100</b>	<b>42</b>	<b>100</b>	<b>1</b>	<b>100</b>	<b>100</b>	<b>100</b>

**Table 12.** Absolute and relative frequency distribution of samples in terms of the type and place of accident

Type of accident /place of accident	overturn		Collision from front or back		Collision from both sides		Without response		total	
	F	%	F	%	F	%	F	%	F	%
Outside the city	34	75/6	6	24%	7	28%	-	-	47	100%
Inside the city	9	20%	18	72%	17	68%	2	40%	46	100%
With no answer	2	4/4	1	4%	1	4%	3	60%	7	100%
<b>Total</b>	<b>45</b>	<b>100</b>	<b>25</b>	<b>100</b>	<b>25</b>	<b>100</b>	<b>5</b>	<b>100</b>	<b>100</b>	<b>100%</b>

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**Table 13.** Absolute and relative frequency distribution of samples in terms of the accidents in different hours of the day and the cause of accident

Accident time/ cause of accident	day		night		Without response		total	
	F	%	F	%	F	%	F	%
High speed	10	17/2	6	16/2	1	20%	17	100%
Deviation to left	14	24/1	3	8/1	-	-	17	100%
Sleepiness	3	5/2	14	37/8	-	-	17	100%
carelessness	25	42/1	5	13/5	-	-	30	100%
Illegal overtaking	2	5/2	4	10/8	-	-	7	100%
Technical problem	3	5/2	5	13/5	1	20%	9	100%
With no answer	-	-	-	-	3	40%	3	100%
total	58	100	37	100	5	100	100	100%

**Table 14.** Absolute and relative frequency distribution of samples in terms of age and cause of accident

Age/cause of accident	Below 20 years		21-30		31-40		41-50		Over 50		total	
	F	%	F	%	F	%	F	%	F	%	F	%
High speed	1	20%	6	13%	7	25%	2	12/5	1	20%	17	100%

Deviation to left	1	20%	9	19/6	5	17/9	1	6/2	1	20%	17	100%
Sleepiness	1	20%	7	15/2	6	21/4	3	18/8	-	-	17	100%
carelessness	-	-	14	30/4	6	21/4	7	43/8	3	60%	30	100%
Illegal overtaking	-	-	4	8/7	2	7/1	1	6/2	-	-	7	100%
Technical problem	2	40%	4	8/7	2	7/1	1	6/2	-	-	9	100%
With no answer	-	-	2	4/3	-	-	1	6/2	-	-	3	100%
total	5	100	46	100	28	100	16	100	5	100	100	100%

**Table 15.** Absolute and relative frequency distribution of samples in terms of experience of driving and case of accident

Age/cause of accident	Below 5 years		6-10		11-15		16-20		Over 21		total	
	F	%	F	%	F	%	F	%	F	%	F	%
High speed	5	11/4	7	22/6	4	28/6	1	14/3	-	-	17	100%
Deviation to left	8	18/2	6	19/4	2	14/3	1	14/3	-	-	17	100%
Sleepiness	8	18/2	7	22/6	-	-	2	28/6	-	-	17	100%



recognize driving boards	-	-	9	9%	8	8%	25	25%	57	57%	1	1%	4/313	-
Non-recognition of the road length	-	-	5	5%	5	5%	20	20%	68	68%	2	2%	4/541	-
Failure to detect the behind car overtaking	2	2%	4	4%	41	41%	25	25%	26	26%	2	2%	3/704	2
Distraction while driving (paying attention to radio or listening to music)	27	27%	23	23%	18	18%	19	19%	12	12%	1	1%	2/657	27
Failure to detect the speed of the due to obsession	4	4%	18	18%	38	38%	23	23%	16	16%	1	1%	3/293	4

Neglect of the mirrors before changing direction	3	3%	17	17%	38	38%	25	25%	16	16%	1	1%	3/343	3
Lack of attention to the person or	2	2%	8	8%	10	10%	19	19%	60	60%	1	1%	4/283	2

vehicle that suddenly appears														
Inability to drive because of medical restrictions	2	2%	5	5%	20	20%	18	18%	54	54%	1	1%	4/182	2
Intentional ignorance of legal speed in the late evening or early morning	37	37%	14	14%	15	15%	13	13%	20	20%	1	1%	2/646	37
Approaching the front car to go out of your way	15	15%	11	11%	21	21%	31	31%	20	20%	2	2%	3/306	15
Race with back machines on a narrow or blocked path	3	3%	4	4%	10	10%	18	18%	64	64%	1	1%	4/374	3
Race with another driver on the street	4	4%	2	2%	10	10%	11	11%	72	72%	1	1%	4/465	4

Table 17. Significance test of multivariate analysis of variance (MANOVA)

variable	Lambda Wilkes	F	Significance level	Statistical power
Compliance with traffic regulations	0/836	2/720	0/018	0/164

**Table 18.** Significance test of multivariate analysis of variance (MANOVA)

	variables	F	Sig level	
Compliance with traffic regulation	Marital status	0/243	0/623	0/003
	Driving experience	0/005	0/964	0/000
	Type of driving license	1/547	0/217	0/017
	Experience of using psychiatric medicine	9/741	0/002	0/100
	Using alcoholic drinks	3/611	0/061	0/039
	Number of accidents	1/553	0/217	0/017