

**Table 1.** Comparison of absolute and relative frequency of the demographic characteristics of the motorcyclists (n=326)

Factor	Absolute frequency	Relative frequency	P value
<b>Age, year</b>			
20>	32	9.8	0.42
20- 29	122	37.4	
30-39	86	26.4	
49-40	50	15.3	
50<	36	11	
<b>Marital status</b>			
Married	200	61.3	<0.001
Single	126	38.7	
<b>Educational level</b>			
Below diploma	91	27.9	0.025
Diploma	117	35.9	
University education	118	36.2	
<b>Occupation</b>			
Non-governmental occupation	160	49.1	0.002
Employed	64	19.6	
Manual worker	59	18.1	
Non-employed	43	13.2	
<b>Monthly income, million toman</b>			
1>	182	55.8	0.885
1-3	126	38.7	
3<	18	5.5	
<b>History of driving, year</b>			
Less than 10	198	60.7	0.002
More than 10	128	39.3	
<b>History of being fined</b>			
Have	157	48.2	0.079
Do not have	169	51.8	
<b>History of accident</b>			
Have	173	53.1	0.096
Do not have	153	46.9	

**Table 2.** The Correlation Between the Constructs of Protection Motivation Theory (PMT) and Using Helmets in Motorcyclists in Qom City

Factor	1	2	3	4	5	6	7	8
1- Perceived vulnerability	1							
2- Perceived severity	0.068	1						
3- Self-efficacy	-0.424**	0.347**	1					
4- Response costs	0.337**	-0.056	-0.397**	1				
5- Response efficacy	-0.076	0.470**	0.371**	0.049	1			
6- Perceived rewards	0.352**	0.052	-0.344**	0.351**	0.036	1		
7- The fear	-0.076	0.256**	0.357**	-0.002	0.396**	0.001	1	
8- Protection Motivation	-0.269**	0.374**	0.681**	-0.313**	0.375**	-0.299**	0.258**	1
9- Using helmets	-0.230**	0.220**	0.456**	-0.299**	0.191**	-0.170**	0.131*	0.460**

\*p<0.01; \*\*p<0.05