




PENSANDO EM TROCAR DE CARRO? DESCUBRA O PREÇO CERTO. VER PREÇO KBB

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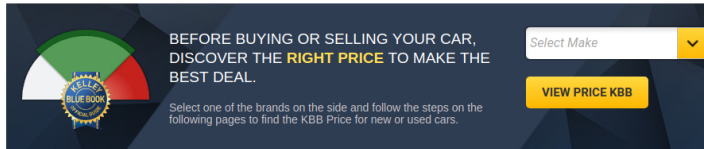
## It is easy to blame drivers for accidents in Brazil. Know the reason

15-02-2018 15h02 by KBB - Gustavo Henrique Ruffo

For being reckless, Brazilian drivers give ground to be appointed as responsible for all accidents. Even when it is the car's or road's fault




It was in 62 BC that the Roman emperor Julius Caesar would have decreed his divorce from Pompeia. The episode, of lesser importance, yielded a phrase that would become famous for centuries to come: "My wife ought not even to be under suspicion". Applied to a series of situations, it will also serve, one day, very well to Brazilian drivers. Stuck in the shame of having one of the most deadly traffics in the world, they are held responsible for all accidents, even those that may have been caused by mechanical defects or road (lack of) conditions. The reason? Because they "must be above suspicion". And we are not.



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One does not have to go far to find various reports of **recklessness on the roads**. And the examples are the most diverse, like the one of the **driver who went 300 m in reverse in a highway in Goiás**. Or a **Chevrolet Camaro at 192 km/h** on a road with a limit of 100 km/h. Or **the motorcyclist who rode for miles on the wrong side of the road until it crashed against a car**. The collection of absurdities is endless. And it covers well any liability that bad conditions of the roads or even problems in the vehicles may have.



So much so that some say that **97% of accidents are caused by "human factors" in Brazil**. In a country where only **6% of all recalls were considered completed**. Recalls, it is worth remembering, are demanded only for products that risk the lives of those who use them, according to Brazilian law. And they can only be terminated if all the vehicles involved have been repaired. Many manufacturers strive to heal the problems, such as Toyota with the Takata airbag recall. In vain. Others hide the problems with so-called "white recalls", technical bulletins that allow dealerships to address safety issues without the consumer ever knowing they exist. **It was against them that Anvemca rebelled in the late 1990s**. The association, created by Jailton de Jesus Silva, apparently does not exist anymore.

In other words, there are millions of cars on Brazilian streets that can kill by mechanical defects. To make matters worse, Brazilian roads are awful. And we are not just talking about bad conservation, like the one that made this Chevrolet Omega avoid a sure accident in an old report from TV Globo.



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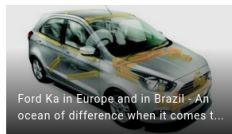


To divert holes, the Fiat Palio invaded the track of the Omega. What about when the track itself throws the driver out of the track due to potholes or design mistakes? What about **when the road is notoriously dangerous, as in the case of PR-092?** What about curves that send the car out of the track, like the ones against which **professor Ardevan Machado fought until his death in 2003?** How many accidents do not happen in this country for exactly the same reasons? That's difficult to know. After all, it is easier to blame the irresponsible and reckless drivers for events. Any of them. In any country besides Brazil, by the way.

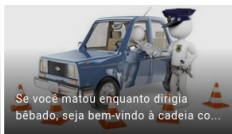
When you want to play professional pilot on the road, risking your life and that of others at a speed that is much higher than the limit, carrying your children totally loose in the car, drinking and driving, reversing on a road because you missed the exit or "because it's close" and other barbarities that **place a sticker on your forehead as a bad driver**, remember there may be problems in your car. Or on the track. But that the culprit, regardless of these factors, will always be you. Who would waste time investigating the causes of an accident involving those who are notoriously driving recklessly? Would you have an expert chasing problems on the car? Or on the road? It's easier to put accidents into the "human factor" account. Because "Caesar's wife must be above suspicion". In other words, it takes a solid reputation to demand for solutions. And building a reputation, in traffic or out of it, is up to you.

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