Writing the Abstract for Your Graduate Capstone Thesis at AMU/APU

Part 3:
How to Revise & Edit Your Abstract

• THE FOUR COMPONENTS:
  purpose of the research, methodology, findings, and conclusion

• LENGTH: limited to 150-200 words

• CONTENT: abstract consistent with thesis or capstone paper

• WELL-WRITTEN: and grammatically correct
How to Revise and Edit Your Abstract

SLIDES: VIDEO 3: How to Revise and Edit Your Abstract (2 slides per page)

ACCESSIBLE
UNDERSTANDABLE
CORRECT
RIGHT LENGTH

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The research problem of the study was older driver safety. One area of concern is age-related cognitive impairment. Studies have shown that some cognitive abilities begin to deteriorate as a person ages. The correlation between age-related cognitive decline and driver ability requires investigation. This paper on older driver safety reports on a study which evaluated the effect of age and cognitive function in relation to driving errors and self-regulation. The sample consisted of 178 drivers, aged 65 to 88 years. The research method, Field of View Assessment, a computer based visual test screening instrument for older drivers, was employed. Subjects also completed an on-road driving test. A self-report questionnaire and follow up interview were used to assess driver decision to regulate their driving activities. The findings of the study are as follows. The study showed that all driver error types increased with chronological age. The FOV predicted blind-spot errors and errors on dual-lane roadways. The cognitive factors explained 7% of variance in the total number of errors in the instructor-navigated condition and 4% of variance in the self-navigated condition. Older drivers were 80% more likely to self regulate than drivers 70 years of age and younger. Self-regulation choices included not driving at night, not driving on freeways, not driving during inclement weather, and asking a friend or family member to drive when the person was tired or ill. The results of the study indicated (or suggested) the following. Among older drivers, errors increase with age and are associated with speeded selective attention, particularly when that requires attending to the stimuli in the periphery of the visual field, task switching, and visual discrimination. Drivers older than 70 years of age were more conscious of the need to self regulate their driving.
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ABSTRACT B
Draft 1 after 1st revision

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Items highlighted in yellow have been deleted.
"The sample consisted of 178 drivers, aged 65 to 88 years."

"One hundred and seventy eight drivers, aged 65 to 88 years, participated."
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