

Abstract

Screening of personality risk factors in young drivers

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Objective: The goal of our research was to verify whether there may be some risk factors for the personality of the young drivers of the B category driving license, and whether these could be perceived by a screening diagnostics of the personality. Hypotheses of our survey are based on the empirical results of research in 2014 conducted by professional drivers, in which we found the drivers with a longer driving practice are less risky in dimension P of EPQ-R questionnaire. Overall, younger drivers under the age of 25 and older drivers over the age of 55, drivers with short-term driving practice of up to 5 years and low mileage may be more risk-prone in terms of personality assumptions in relation to demographic characteristics (In Lisá a kol, 2014). We were based on a theoretical construct of „Syndrome of risk behavior during adolescence” (In Mazánová, 2015).

Methods: 75 respondents, we ask driving school graduates of the introductory course of driving school to fill in the EPQ-R questionnaire. As a complementary method, we used the 8 Colors test from Lüscher Clinical Diagnostics. After that, we asked them what color the car would choose and which animal they most enjoyed. 72% of the group were young people aged 16-18. We compared the results of the EPQ-R questionnaire with a group of professional drivers, a group patients of clinical psychologist and a group of drivers after withdrawal of driving license for alcohol, participants of advice for drivers. We also tried to find out whether there are statistically significant relationships between results on EPQ-R questionnaire dimensions and color preferences at the first pair and last pair positions in the LKD test.

Results: Testing differences in test score dimensions of EPQ-R questionnaire between groups of young drivers and professional drivers has shown differences. The young drivers scored higher in dimensions: P, N, A, C. Professional drivers scored higher in dimension L. The group of patients scored significantly higher than the young drivers in all dimensions of the

EPQ-R questionnaire. Participants of advice for drivers scored higher in dimension N compared to professional drivers. Participants of advice for drivers scored higher in dimension L compared to young drivers. The young drivers scored higher in dimensions P, A, C than the participants of advice for drivers. Participants of advice for drivers scored below in dimensions P, N, A, C compared to patients. Preference of the first pairs of colors in the test LKD was reflected in significant difference of dimension P. The nonparametric Kruskal Wallis Test showed a difference in the dimension L depending on the 8th place in the LKD test.

Conclusion: We estimate that 11-32% of young drivers are probability to have positive screening.