

Supplementary Material

Attentional Capacity Matters for Visuomotor Adaptation to a Virtual Reality Driving Simulator

Régis Lobjois¹ & Sami Mecheri²

¹ COSYS-PICS-L, Université Gustave Eiffel,
F-77454 Marne-la-Vallée, France

² Département Neurosciences et Sciences Cognitives,
Institut de Recherche Biomédicale des Armées, Brétigny-sur-Orge, France

Correspondence:

Dr. Régis Lobjois

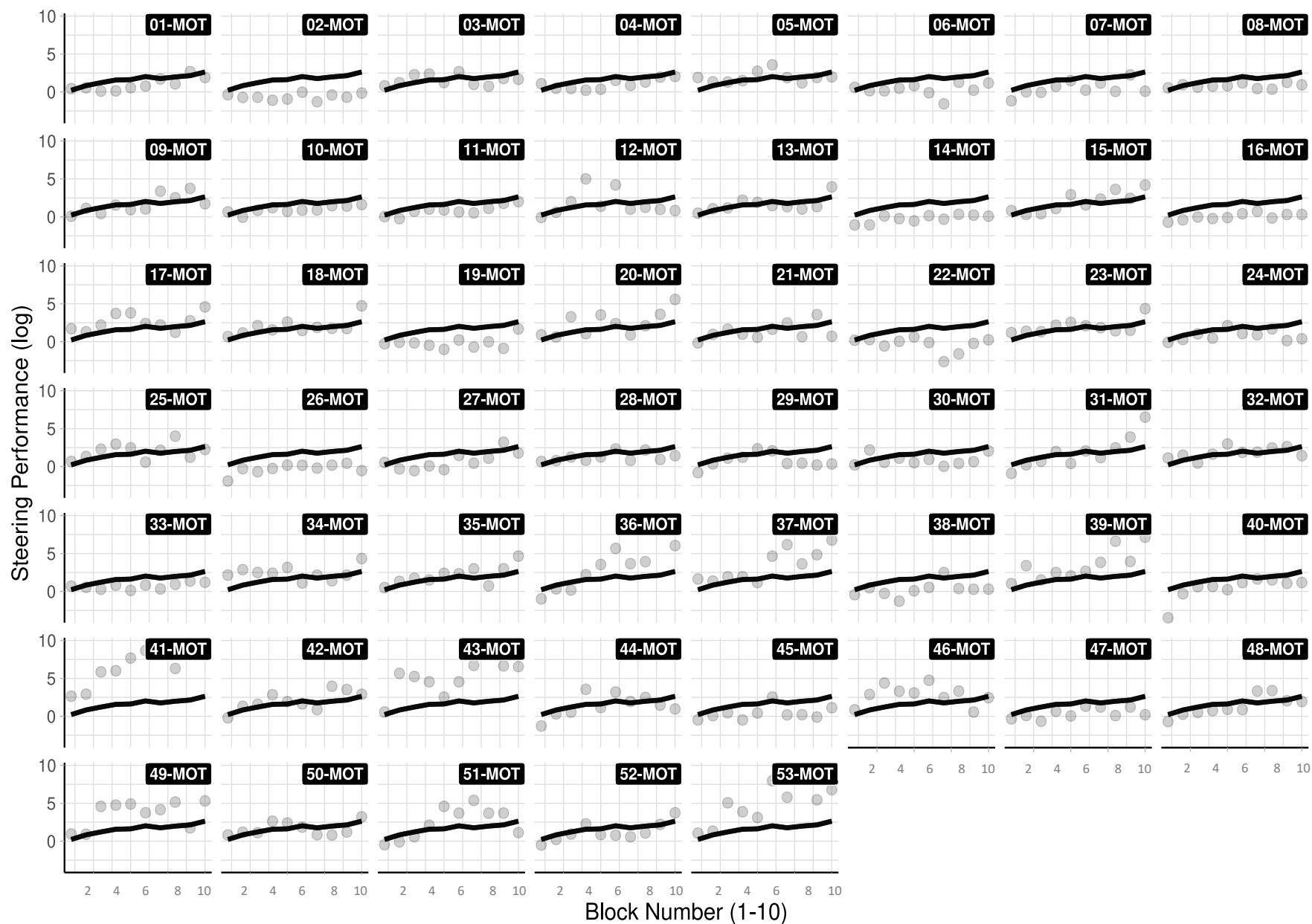
Laboratoire Perceptions, Interactions, Comportements & Simulations des usagers de la route

Université Gustave Eiffel

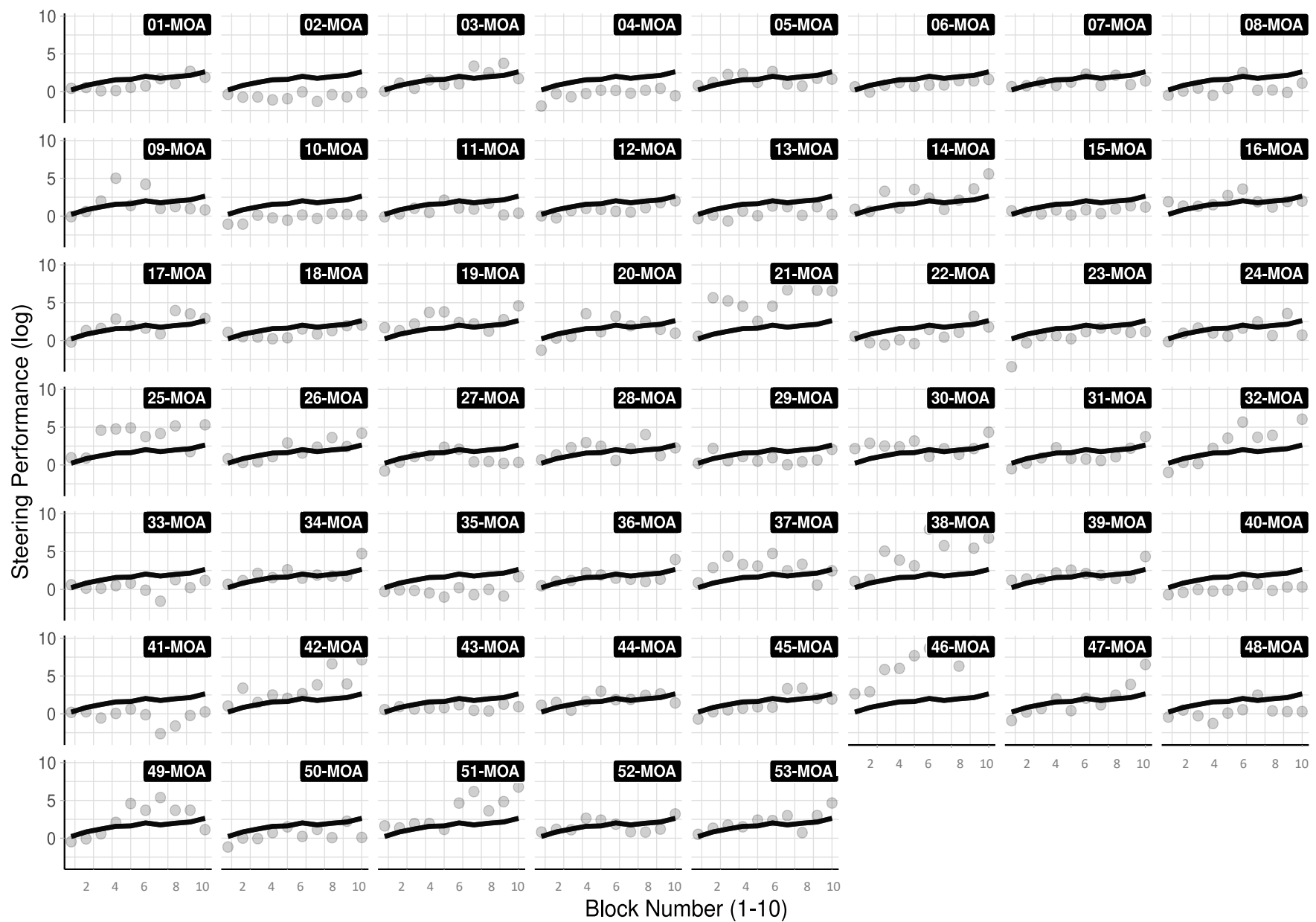
14-20 Boulevard Newton, Cité Descartes

Champs sur Marne, F-77447 Marne la Vallée Cedex 2, France

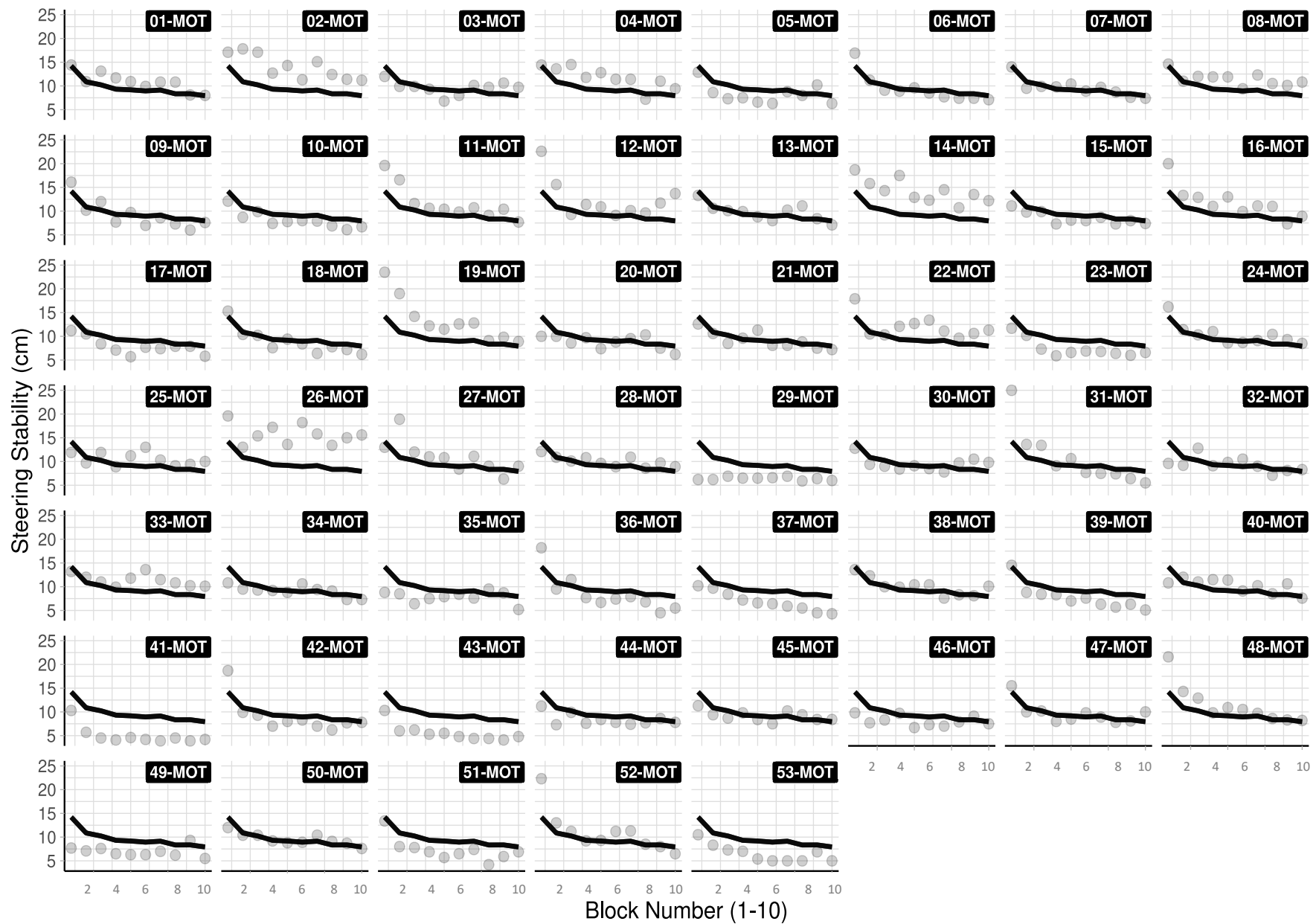
Phone: +33 1 81 66 83 46



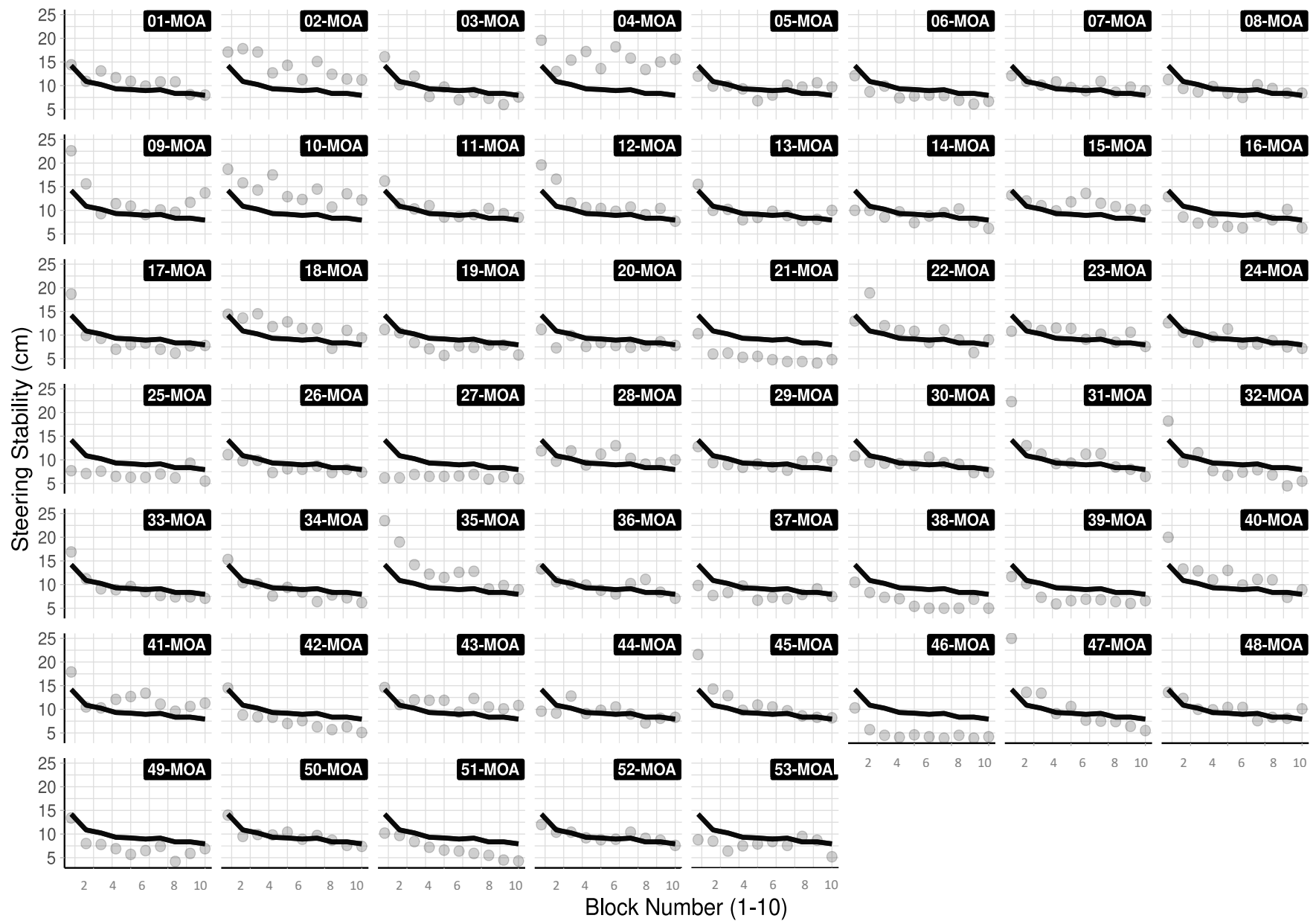
Supplementary Figure 1. Steering performance (log) as a function of block number. Each panel represents individual participants. From top left to bottom right, panels are ordered according to participants' MOT score (01-MOT: lowest MOT score, 53-MOT: highest MOT score). The line in each panel represents the mean steering performance (log) across all participants. Dots represent data from a single participant.



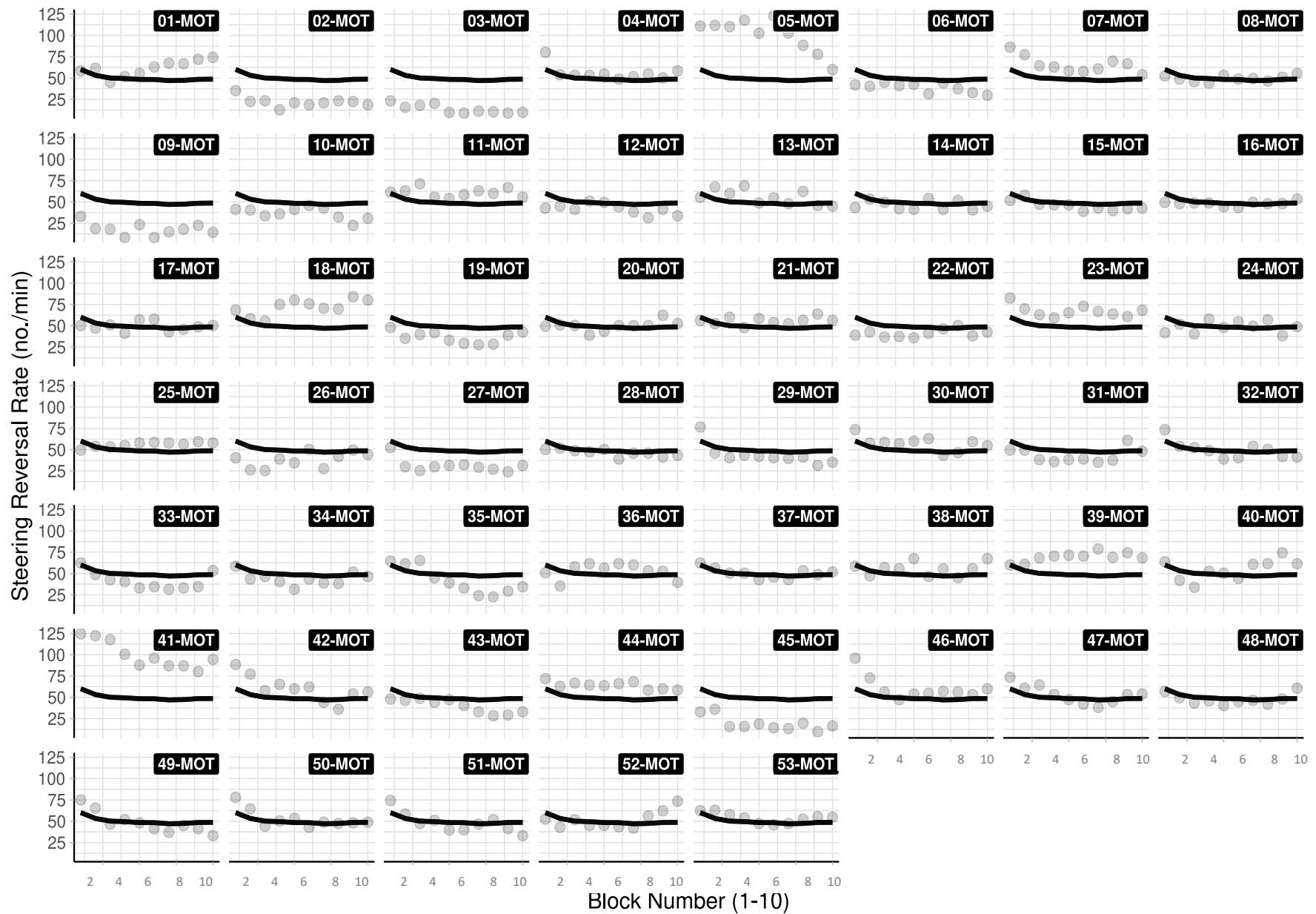
Supplementary Figure 2. Steering performance (log) as a function of block number. Each panel represents individual participants. From top left to bottom right, panels are ordered according to participants' MOA score (01-MOA: lowest MOA score, 53-MOA: highest MOA score). The line in each panel represents the mean steering performance (log) across all participants. Dots represent data from a single participant.



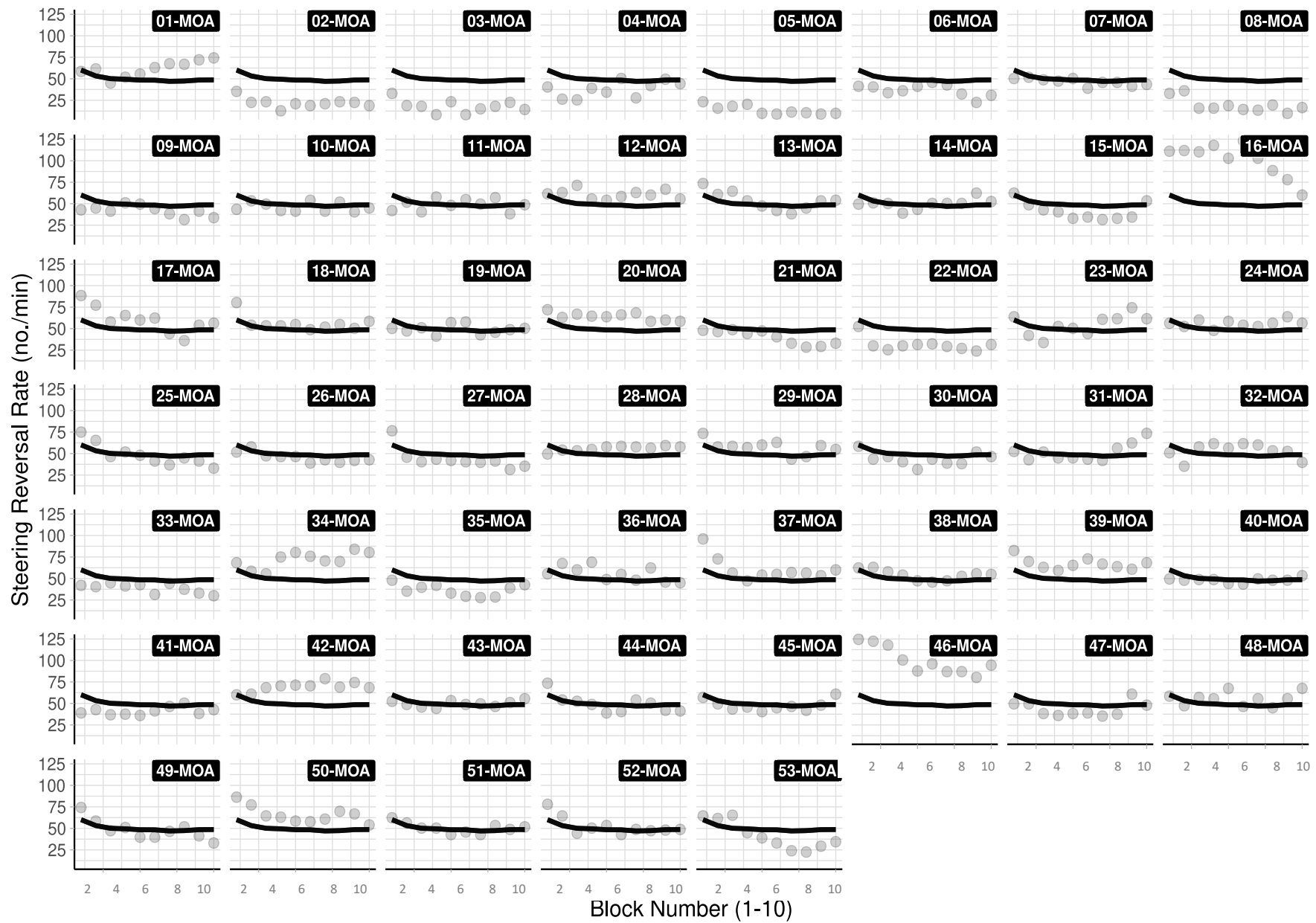
Supplementary Figure 3. Steering stability (cm) as a function of block number. Each panel represents individual participants. From top left to bottom right, panels are ordered according to participants' MOT score (01-MOT: lowest MOT score, 53-MOT: highest MOT score). The line in each panel represents the mean steering stability (cm) across all participants. Dots represent data from a single participant.



Supplementary Figure 4. Steering stability (cm) as a function of block number. Each panel represents individual participants. From top left to bottom right, panels are ordered according to participants' MOA score (01-MOA: lowest MOA score, 53-MOA: highest MOA score). The line in each panel represents the mean steering stability (cm) across all participants. Dots represent data from a single participant.



Supplementary Figure 5. Steering reversal rate (no./min) as a function of block number. Each panel represents individual participants. From top left to bottom right, panels are ordered according to participants' MOT score (01-MOT: lowest MOT score, 53-MOT: highest MOT score). The line in each panel represents the mean steering reversal rate (no./min) across all participants. Dots represent data from a single participant.



Supplementary Figure 6. Steering reversal rate (no./min) as a function of block number. Each panel represents individual participants. From top left to bottom right, panels are ordered according to participants' MOA score (01-MOA: lowest MOA score, 53-MOA: highest MOA score). The line in each panel represents the mean steering reversal rate (no./min) across all participants. Dots represent data from a single participant.