<table>
<thead>
<tr>
<th>Table No.</th>
<th>Description</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Sample response status.</td>
<td>37</td>
</tr>
<tr>
<td>3.2</td>
<td>Results of sample data analysis pertaining to laterality characteristics of the subjects</td>
<td>38</td>
</tr>
<tr>
<td>4.1</td>
<td>Power average of vibration level (dB) as observed at different speeds of the vehicle.</td>
<td>50</td>
</tr>
<tr>
<td>4.2</td>
<td>Weighted rms acceleration values in x, y and z direction and values of total vibration at different speeds of the vehicle.</td>
<td>51</td>
</tr>
<tr>
<td>4.1.1.1</td>
<td>Mean reaction time (in milliseconds) at different levels of difficulty index at all the four power average levels of vibration in a cityway driving environment (Study-1).</td>
<td>53</td>
</tr>
<tr>
<td>4.1.1.2</td>
<td>Summary of the analysis of variance pertaining to the effect of sex on human performance when operators performed the cognitive task under varying levels of vehicular vibration in a cityway driving environment (Study-1).</td>
<td>54</td>
</tr>
<tr>
<td>4.1.1.3</td>
<td>Summary of the analysis of the simple main effects when subjects performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a cityway driving environment.</td>
<td>55</td>
</tr>
<tr>
<td>4.1.1.4</td>
<td>Mean reaction time (in milliseconds) pooled over males and females at different difficulty indices under varying power average levels vibration (Study-1).</td>
<td>56</td>
</tr>
<tr>
<td>4.1.2.1</td>
<td>Mean reaction time (in milliseconds) at different levels of difficulty index at all the four power average levels of vibration in a rural road driving environment (Study-2).</td>
<td>60</td>
</tr>
<tr>
<td>4.1.2.2</td>
<td>Summary of the analysis of variance pertaining to the effect of sex on human performance when operators performed the cognitive task in a rural road driving environment under varying levels of vehicular vibrations (Study-2).</td>
<td>61</td>
</tr>
<tr>
<td>4.1.2.3</td>
<td>Summary of the analysis of simple main effects when subjects performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a rural road driving environment.</td>
<td>62</td>
</tr>
<tr>
<td>4.1.2.4</td>
<td>Mean reaction time (in milliseconds) pooled over males and females at different difficulty index levels under varying power average levels of vehicular vibration (Study-2).</td>
<td>63</td>
</tr>
<tr>
<td>4.1.3.1</td>
<td>Mean reaction time (in milliseconds) at different levels of difficulty index at all the four power average levels of vibration in a highway driving environment (Study-3).</td>
<td>66</td>
</tr>
<tr>
<td>4.1.3.2</td>
<td>Summary of the analysis of variance pertaining to the effect of sex on human performance when operators performed the cognitive task in a highway driving environment under varying levels of vehicular vibration (Study-3).</td>
<td>67</td>
</tr>
<tr>
<td>4.1.3.3</td>
<td>Summary of the analysis of simple main effects when subjects performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a highway driving environment.</td>
<td>68</td>
</tr>
</tbody>
</table>
4.1.3.4 Mean reaction time (in milliseconds) pooled over males and females at different difficulty index levels under varying power average levels of vehicular vibration (Study-3).

4.2.1.1 Mean reaction time (in milliseconds) for the four age levels at varying levels of difficulty index under different power average levels of vehicular vibration (Study-4).

4.2.1.2 Summary of the analysis of variance for reaction time (in milliseconds) when subjects performed cognitive task under varying power average levels of vibration in a cityway driving environment (Study-4).

4.2.1.3 Summary of the analysis of simple main effects when subjects of varying age levels performed the cognitive task under varying power average levels of vibration in a cityway driving environment.

4.2.1.4 Summary of the analysis of simple main effects when subjects of varying age levels performed the task at different levels of difficulty index in a cityway driving environment.

4.2.1.5 Summary of the analysis of simple main effects when subjects of varying age levels performed the cognitive task at varying levels of difficulty index under varying power average of vibration levels in a cityway driving environment.

4.2.1.6 Mean reaction time (in milliseconds) pooled over the four age levels of subjects at different difficulty indices under varying power average levels of vibration in a cityway driving environment.

4.2.1.7 Mean reaction time (in milliseconds) for the four age levels of subjects at varying power average levels of vibration in a cityway driving environment.

4.2.1.8 Mean reaction time (in milliseconds) for the four age levels of subjects at varying levels of difficulty index in a cityway driving environment.

4.2.2.1 Mean reaction time (in milliseconds) for the four age levels at varying levels of difficulty index under different power average levels of vehicular vibration in a rural road driving environment (Study-5).

4.2.2.2 Summary of the analysis of variance for reaction time (in milliseconds) when subjects performed the cognitive task under varying power average levels of vibration in a rural road driving environment (Study-5).

4.2.2.3 Summary of the analysis of simple main effects when subjects of varying age levels performed the cognitive task under varying power average levels of vibration in a rural road driving environment.

4.2.2.4 Summary of the analysis of simple main effects when subjects of varying age levels performed the cognitive task different levels of difficulty index in a rural road driving environment.

4.2.2.5 Summary of the analysis of simple main effects when subjects of age level -1 (20-30 y) performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a rural road driving environment.

4.2.2.6 Summary of the analysis of simple main effects when subjects of age level -2 (30-40 y) performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a rural road driving environment.
Summary of the analysis of simple main effects when subjects of age level -3 (40-50 y) performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a rural road driving environment

Summary of the analysis of simple main effects when subjects of age level -4 (50-60 y) performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a rural road driving environment

Mean reaction time (in milliseconds) pooled over the four levels of age of subjects at different difficulty indices under varying power average levels of vibration in a rural road driving environment

Mean reaction time (in milliseconds) for the four age levels of subjects at varying power average levels of vibration in a rural road driving environment

Mean reaction time (in milliseconds) for the four age levels at varying levels of difficulty index in a rural road driving environment (Study-6)

Mean reaction time (in milliseconds) for the four age levels at varying levels of difficulty index under different power average levels of vehicular vibration in a highway driving environment (Study-6)

Summary of the analysis of variance for reaction time (in milliseconds) when subjects performed cognitive task under varying power average levels of vibration in a highway driving environment (Study-6)

Summary of the analysis of simple main effects when subjects of varying age levels performed the cognitive task under varying power average levels of vibration in a highway driving environment (Study-6)

Summary of the analysis of simple main effects when subjects of varying age levels performed the task at different levels of difficulty index in a highway driving environment

Summary of the analysis of simple main effects when subjects of varying age levels performed the cognitive task at varying levels of difficulty under varying power average levels of vibration in a highway driving environment

Mean reaction time (in milliseconds) pooled over the four age levels of subjects at different difficulty indices under varying power average levels of vibration in a highway driving environment

Mean reaction time (in milliseconds) of right- and left- motor-sided subjects at different levels of difficulty index under varying levels of vehicular vibration in a cityway driving environment (Study-7)

Summary of the analysis of variance for reaction time (in milliseconds) when subjects performed the cognitive task under varying levels of vehicular vibration in a cityway driving environment (Study-7)

Mean reaction time (in milliseconds) pooled over right- and left- motor-sided subjects at different difficulty indices under varying levels of vehicular vibration in a cityway driving environment (Study-7)

Mean reaction time (in milliseconds) of right- and left- motor-sided subjects at different levels of difficulty index under varying levels of vehicular vibration in a rural road driving environment (Study-8)
4.3.2.2 Summary of the analysis of variance for reaction time (in milliseconds) when subjects performed the cognitive task under varying levels of vehicular vibration in a rural road driving environment (Study-8).

4.3.2.3 Mean reaction time (in milliseconds) pooled over right- and left- motor-sided subjects at different difficulty indices under varying levels of vehicular vibration in a rural road driving environment.

4.3.3.1 Mean reaction time (in milliseconds) of right- and left- motor-sided subjects at different levels of difficulty index under varying levels of vehicular vibration in a highway driving environment (Study-9).

4.3.3.2 Summary of the analysis of variance for reaction time (in milliseconds) when subjects performed the cognitive task under varying levels of vehicular vibration in a highway driving environment (Study-9).

4.3.3.3 Summary of the analysis of simple main effects when subjects of varying age levels performed the cognitive task under varying levels of vehicular vibration in a highway driving environment.

4.3.3.4 Summary of analysis of simple main effects when subjects of different motor-sidedness performed the task at different levels of difficulty index in a highway driving environment.

4.3.3.5 Summary of the analysis of simple main effects when right handed subjects performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a highway driving environment.

4.3.3.6 Summary of the analysis of simple main effects when left handed subjects performed the cognitive task at varying levels of difficulty index under varying power average levels of vibration in a highway driving environment.

4.3.3.7 Mean reaction time (in milliseconds) pooled over right- and left- motor-sided subjects at different difficulty indices under varying levels of vehicular vibration in a highway driving environment (Study-9).

4.3.3.8 Mean reaction time (in milliseconds) for the right- and left- motor-sided subjects under varying power average levels of vibration in a highway driving environment.

4.3.3.9 Mean reaction time (in milliseconds) for the right- and left- motor-sided subjects under varying difficulty index levels in a highway driving environment.