

Active Multisensory Perception tool: BUS experience and action comfort

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Abstract

Beauty, Utility, and Simplicity (BUS) are interconnected goals of vehicle design, dependent on several factors including (1) the temporary mood induced in the user and (2) the quality of multisensory integration involved in the active perception of vehicle interiors. Within the *affective ergonomics* framework, the relationships between vehicle comfort, user's mood, and perceived BUS constitute a stimulating research field. Specifically, action comfort may affect the BUS experience. Here, we describe an advanced experimental environment, called the Active Multisensory Perception tool (AMPt), capable of supporting a variety of studies in this field. AMPt has been developed within the EcoAutobus INDUSTRIA 2015 project, by integrating the latest technologies in body motion tracking (Optotrak), positioning (Velmex actuators), and High-Res 3D visualization for virtual and augmented reality. We also report preliminary results on the usage of AMPt to measure how action comfort affects the perception of facial expressions of emotions. We induced opposite biases in the perception of facial expressions (leading to positive/negative evaluations of neutral faces) by adapting participants to comfortable/uncomfortable visually guided reaching for 3D objects at variable distances. Results are consistent with the idea that action comfort induces a positive mood in the user, which in turn enhances the quality of BUS global experience.

Introduction

A large body of research on object perception and representation refers to the processing of information within a given sensory modality and to its interaction with primitives, schemata, and other types of mental entities. Comparatively less research refers to the integration of information combined in the course of the action-perception cycle, despite the role classically attributed to action-specific information in the acquisition of knowledge about the world (Santos & Hood, 2009).

Extraretinal signals from egomotion are indeed used for the interpretation of different cues to depth (Wexler & van Boxtel, 2005). Tactile exploration contributes to the disambiguation of sensory information by reducing the alternation between

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perceptual solutions equally compatible with the visual input (Conrad et al., 2012). Again, the efferent copy of motor commands involved in head movements (i.e., head translation velocity) is essential for the perception of structure from motion displays, by reducing the likelihood of tilt reversals (Wexler et al., 2001) and enhancing the sensitivity to planar surface orientation and motion (Caudek et al., 2011; Fantoni et al., 2010, 2012). The evidence, exemplified by these studies, supports the need of framing vehicle design within a theory of human perception that re-asserts the primacy of embodiment, development, and interaction in cognitive systems.

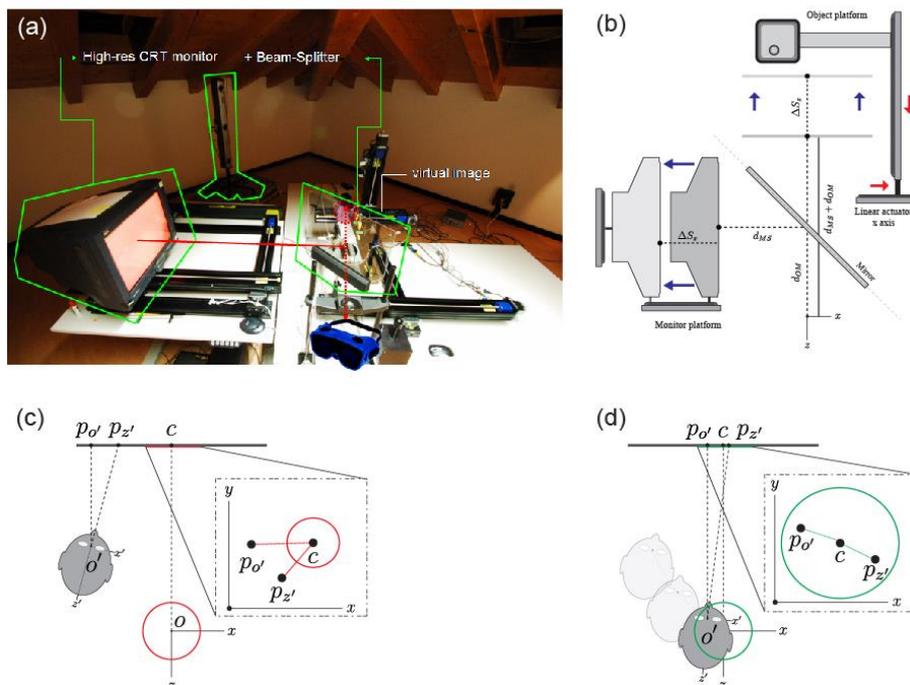


Figure 1. AMpt and observer's alignment procedure. (a) Frontal view of AMpt setting. Green bold lines surround the main devices composing AMpt: from left to right, a high resolution CRT monitor, a motion tracking system, a beam-splitter slanted 45° away from the screen and the observer's viewing direction. Stereo presentation is based on LCD shutter glasses. Two platforms with linear actuators are also integrated in AMpt, dedicated to the on-line positioning of screen and real objects, respectively. (b) A diagram of AMpt and viewing geometry. The 45° beam-splitter reflects the images from the CRT screen which is parallel to the x -axis of the reference frame. Dashed lines show the viewing direction for a standard observer facing the virtual image of the screen appearing at a distance that equals the mirror to screen distance (d_{MS}) plus the observer to screen distance (d_{OS}). The virtual image of the screen moves farther by ΔS_s as the screen is moved along the linear actuator of the monitor platform parallel to the x -axis of the reference system. The object platform is placed behind the mirror and includes three linear actuators all aligned with the reference frame. (c-d) Alignment procedure. The world-centric reference frame is $O(x, z)$; the head-centric reference frame is $O'(x', z')$. The black line is the virtual image of the screen (corresponding to the

projection plane) whose centre is in c . Point po' is the parallel projection of O' on the projection plane while pz' is the intersection of the optical axis (z') and the projection plane. In (d), the observer is centred and aligned with the reference frame: O' is indeed within the tolerance area for head position (green circle), while both po' and pz' are close enough to the screen centre since they are within the tolerance area for head orientation (green circle).

The goals of vehicle design are captured by the combination of Beauty, Utility, and Simplicity (BUS), a set of interconnected concepts consistent with the framework of *affective ergonomics*, which takes the effectiveness and pleasantness of actions performed on objects as determinants of our perceptual experience (Ho & Spence, 2013; Norman, 2004).

Thus, vehicle design and ergonomics can benefit from the development of innovative ways of studying the integration of information obtained during the active exploration of a multisensory environment. To overcome the limitations of traditional approaches based on the passive observer, an experimental setting should include the registration of relevant inputs from the active observer to provide him/her with the appropriate sensory stimulation. In order to fill this gap with an advanced solution, we developed the Active Multisensory Perception tool (AMPt), currently in place in three interconnected labs at the Istituto Italiano di Tecnologia, the University of Trieste, and Brown University.

In the present study we will: (1) describe AMPt (next section), and (2) report an application of AMPt relevant to the field of *affective ergonomics*, which draws on an embodied theory of cognition (Section “Scenario: Action comfort, perception of facial emotions, and BUS”). Our study shows that the perception of emotional faces in normal individuals can be biased by an innovative mood-induction procedure, based on the repetitive execution of reaches with different degrees of comfort.

The Active Multisensory Perception tool

AMPt integrates the latest technologies in the field of motion tracking (Optotrak 3020 Certus, Northern Digital Inc., Waterloo, Ontario, Canada), positioning system by multi-axes computer controlled actuators (Velmex Inc., Bloomfield, NY, USA), and 3D visualization in virtual and augmented reality with Open GL (Figure 1a). AMPt is used to optimally associate the visualization of 3D structures defined by different cues to depth (texture, stereo, motion, shading) to their tactile and proprioceptive counterparts, and to control in real time and to store: (1) motor responses for reaching and grasping (i.e., maximum grip aperture, velocity), used as indirect behavioural measures of underlying perceptual processes; and (2) behavioural responses based on advanced psychophysical techniques using forced choice, speeded classification and probing tasks.

AMPt superposes virtual images upon real objects, defining an augmented field of view and a systematically controllable interaction environment. AMPt also includes a specific algorithm allowing to replicate the very same optic information produced by the active exploration of a 3D visual object, and to display it to the same passive (stationary) observer. This innovative algorithm has been shown to be relevant to disentangle the contribution of retinal and extraretinal signals in the perception of 3D structures (Caudek et al., 2011; Fantoni et al., 2010, 2012).

Knowing where body segments are

Identifying the position and orientation of an active observer and his/her body parts in an arbitrary coordinate frame is mandatory in order to develop a virtual reality system with active head-tracking. We have implemented a method to track arbitrary points on a rigid-body that is based on the initial relation between these points and a set of reference markers. This solution is indispensable given that placing a physical marker on a particular body segment is frequently impossible due to both ergonomic and technical factors. This difficulty, known as the absolute orientation problem, was overcome by means of the Umeyama algorithm (Umeyama, 1991), which outputs the affine transformation (i.e., rotation and translation) that describes the isometry between two sets of points.

This approach has the advantage of describing the movements of each tracked body segment in 6 degrees of freedom (3 translations, 3 rotations), so that the user is completely free to move. Furthermore, our approach is numerically more stable and efficient than alternative approaches based on Euler angles, and it also avoids the problem of *gimbal lock*; i.e., the loss of rotational degrees of freedom, due to singularities. For the numerical and linear algebra computations an underlying C++ library called CNCSVision, based on the matrix library Eigen (eigen.tuxfamily.org), has been implemented that explicitly targets the needs of a head/hand tracking system.

In AMPt, the centre of projection (COP) is the nodal point of the observer's eye in a world-centred coordinate frame. In order to extract the COP, the user interocular distance is measured and then the nodal points are computed as the points that lay equidistant from the centre on the line connecting two markers on the opposite sides of a pair of goggles worn by the participant. Observer's head orientation is thus aligned to the world-centred reference frame by means of a first calibration phase (Figure 1c,d). In this phase the participants are asked to align the orientation of the sagittal plane of their head (extracted relatively to a triplet of markers attached to the back of their head) so to be perpendicular to the projection plane. Such a process is accomplished by means of an interactive procedure during which the participants must align the orthogonal projection of their cyclopean eye and a point representing their gaze direction to a central reference point displayed on the virtual projection plane (Figure 1c,d). This alignment procedure generates instantaneous measures of head rotation (pitch, roll, and yaw) and translation (in X, Y, Z), which are also available to the experimenter in real time on a secondary computer platform via a TCP/IP data transmission protocol.

Using a similar procedure, AMPt allows us to track parts of the body other than the head, such as the fingers and the wrist. The finger positions are easily computed by instructing the observer to lean one finger on a marker in a predefined position. Then, the finger tip position is extracted relatively to a triplet of markers attached to the distal phalanx. This method can be used to track single or multiple fingers to study both reach-to-point and reach-to-grasp movements (Volcic et al., in press).

The very same approach is applied in augmented reality conditions, where virtual stimuli are superimposed on real objects (Foster et al., 2011).

Combining High-Res 3D visualization with body motion

The aforementioned CNCSVision library is also used to generate static and dynamic visual stimuli and 3D shapes. To present visual stimuli in 3D, we use a frame interlacing technique in conjunction with liquid crystal FE-1 goggles (Cambridge Research Systems, Cambridge, UK) synchronized with the monitor's frame rate. OpenGL display lists as well as vertex buffer objects are employed in order to minimize the computational load of the CPU. All these technical solutions allow us to work at 100 Hz refresh rate.

The advantages of having a 100 Hz refresh rate are: (1) negligible time lag between user movements and visual feedback, (2) optimal integration with shutter glasses frame rate and almost total absence of flickering effects in artificially lit environments, (3) sufficiently large data collections for detailed and precise kinematics reconstruction and analysis.

The projection stage of our head tracking system has been modified with respect to the usual perspective projection technique implemented in OpenGL (*gluPerspective*) to avoid possible distortions due to oblique view of the active observers relative to the projection plane. Our implementation is based on the *generalized perspective projection* method (Kooima, 2009). We modified the projection matrix \mathbf{P} used in OpenGL with a more general $\mathbf{P}' = \mathbf{P} \cdot \mathbf{M}^T \cdot \mathbf{T}$, where \mathbf{M} and \mathbf{T} are respectively a rotation matrix and a translation matrix that describe the position of the projection plane in the world. This projection model generalizes to binocular viewing. Two COPs are made to correspond with the nodal points of the observer's eyes, leading to a correct stereoscopic vision during free head movements.

A "more real" virtual reality

Humans exploit a range of visual depth cues to estimate three-dimensional structure. Information from multiple cues is combined to provide the viewer with a unified percept of depth conveying an "illusion of reality" that strongly depends on cue congruency. Under natural viewing, ocular (vergence and accommodation of the eyes) and optic (texture, disparity, motion) information about depth are all consistent (Hoffman et al., 2008).

However, traditional devices for 3D visualization (virtual reality head-mounted displays as well as various types of stereoscopes) produce artefacts that are absent in natural viewing, due to a fundamental technological shortcoming: the distance of the point at which visual axes converge generally does not correspond to the distance of the projection screen. This situation creates a conflict between the viewing distance of the rendered 3D scene and the viewing distance specified by vergence and accommodation. Several studies have shown how this type of cue conflict reduces the realism of the 3D visualization and causes systematic distortions of 3D vision, in favour of a flattened 3D representation.

Our setup overcomes this shortcoming by allowing us to systematically adjust the distance of the projection screen during the experiments with submillimetre precision (Figure 1b). Displays are viewed through a high-quality front-silvered mirror placed in front of the observer's central viewing position and slanted 45° away from the screen and the viewing direction. The effective distance from the pupil to the centre of the projection screen is controlled by a system of linear actuators that physically move the monitor and/or the mirror so to reproduce the required focus distance (ranging from 35 to 250 cm).

Simulated 3D objects are thus visualized in the space behind the mirror where they can be superposed to real objects to provide haptic feedback when moving in and interacting with the virtual environment. Furthermore, the observer can freely move his/her body and head while watching 3D rendered displays.

Scenario: Action comfort, perception of facial emotions, and BUS optimization

In the real world, vision operates in harmony with body motion yielding the observer with a vivid impression of three-dimensionality. In laboratory conditions, because of technological drawbacks, researchers have often studied the static observer neglecting important aspects of the action-perception cycle. Instead, AMPt enables the experimenter to recreate and bring into the lab conditions characterized by a high degree of sensorimotor coherence, typical of real world conditions. A promising application of AMPt is the study of 3D perception during a systematically controlled interaction with environmental objects. In this section we describe how AMPt flexibility can be used to study BUS optimization in the context of *affective design* and, in particular, to evaluate artefacts capable of improving hedonic components of the user experience when information about vision and goal-directed action is combined.

Does action comfort affect the perception of facial expressions of emotions?

Emotions are known to be contagious as they can be evoked while viewing emotionally expressive faces (Wild et al., 2001). The categorical perception and representation of facial expressions of emotions depend on past experience (Pollak & Kistler, 2002), neutral faces (Klatzky et al., 2011), music (Jolij & Meurs, 2011), and mood (Caudek & Monni, 2013). Therefore, the observer's mood might bias the perception of emotionally expressive faces and modify the experienced quality of physical and social environments. In particular, we hypothesize that the temporary mood induced by the discomfort/comfort associated with goal-directed actions can bias the perceived expression of an objectively neutral face.

The expectation is thus that the more comfortable the action is, the higher will the probability be that a neutral face appears to express a positive emotion (e.g., happiness). Conversely, the more uncomfortable the action is, the higher will the probability be that a neutral face appears to express a negative emotion (e.g., anger). This suggests that action comfort might affect the BUS experience. Within a vehicle, comfortable artefacts at an easy-to-reach distance should induce a positive mood, which in turn would enhance the global BUS experience, as revealed by a positive

bias in the perception of facial expressions. Such a finding would have relevant implications for the *affective ergonomics* framework, establishing a clear relationship between vehicle comfort and user's mood.

An experiment

Several studies showed that the postural comfort during hand directed actions can be objectively measured (Carello et al., 1989; Heft, 1993; Kolsch et al., 2003; Mark et al., 1997; Warren, 1984). A person is in a state of postural comfort if there is not, and likely will not arise, a (possibly unaware) desire or need for compensating motion of other body parts. During reaching, the lower is the amount of compensatory body movements not regarding the arm (such as shoulder or trunk) the larger will be the comfort of the action.

In our experiment action comfort was systematically manipulated during visually guided reaching movements under unrestrained body conditions. Perception of emotional facial expressions was used to measure the degree of negative/positive mood induced by action discomfort/comfort during motor adaptation. In two successive blocks of trials, participants performed comfortable and uncomfortable reaches toward a virtual random dot cylinder (1.5-cm wide, 6.5-cm high) glowing in the dark, at variable distance along their line of sight. Within each adaptation trial the participant started a right hand movement from a fixed, out of view, position shifted relative to the body midline by about 250 mm from the sagittal plane and 150 mm from the coronal plane. The tip of his/her index finger, marked by a red dot, was constantly visible from the moment the finger entered in the participant's visual field. Each successful reach was accompanied by a haptic feedback (Figure 2a). Through AMPt motor functions we controlled the position of a physical cylinder placed behind the mirror (completely occluded from the participant) so to align it perfectly with the virtual stimulus. For consistent vergence and accommodative information, the position of the monitor was adjusted on a trial-by-trial basis to equal the distance from the participant's eyes to the virtual/real object.

Each adaptation block lasted 50 reaches and the depth extent of each reach was randomly selected in a range below (0.65-0.75 of arm length, Comfortable block) or above (0.90-1.00 of arm length, Uncomfortable block) the individual preferred critical boundary for 1-df visually guided reaching (Mark et al., 1997), illustrated in Figure 2c. In a pre-experiment we established that the entire range of depths used to manipulate the reaching comfort (0.65-1.00 of the arm length) produced a sizable effect on the subjective estimate of action discomfort, with ratings on a 1-50 pain scale (adapted from Ellermeier et al., 1991) increasing linearly with reaching distance for all tested participants (average $r^2 = 0.89$).

After each adaptation block, the participant was required to perform a facial expression classification task lasting 48 trials. On each trial, the participant was shown the picture of an actor/actress portraying an expression of anger/happiness and required to classify it as "happy" or "angry" (Figure 2b). Displays were randomly selected from a set of 48 standardized facial expressions resulting from the combination of 8 actors/actresses (4 males and 4 females, all Caucasian, selected from the Radboud University Nijmegen stimulus set) \times 6 morph intensities along the

continuum from 0.25 (rather happy) to 0.75 (rather angry). The ordering of the type of reaching was balanced across participants: half adapted first to comfortable and then to uncomfortable reaches, and the remaining half vice-versa.

Classification performance was calculated by fitting a psychometric curve to individual proportions of “angry” responses as a function of morph intensity, assuming a Gaussian model whose parameters were estimated using the constrained maximum likelihood and bootstrap inference method implemented by the *psignifit* software (Wichmann & Hill, 2001). Every psychometric curve generated a point of subjective neutrality (PSN) at the 50% threshold, representing the morph intensity perceived as a neutral expression. Panels d,e in Figure 2 illustrate the average proportions of “angry” responses as a function of morph intensity for comfortable (black) vs. uncomfortable (red) actions, for the two adaptation orderings: comfortable-uncomfortable (panel d) vs. uncomfortable-comfortable (panel e).

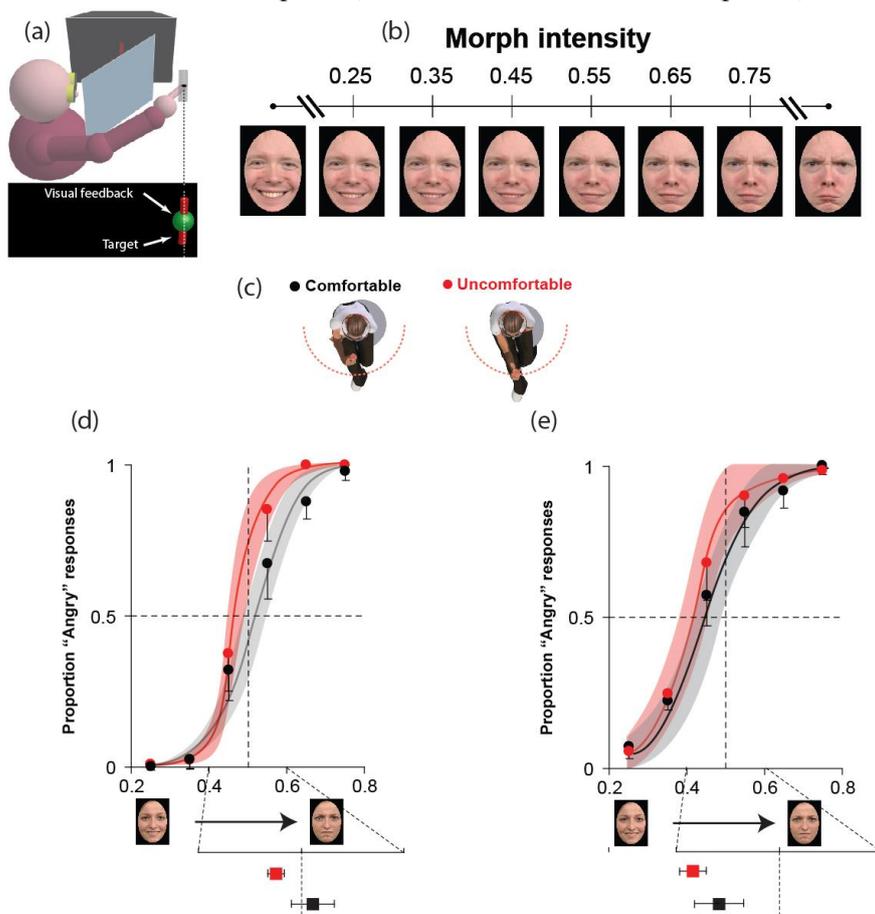


Figure 2. (a) The setting of the adaptation procedure. (b) A series of facial expressions morphed between happiness (left) and anger (right). (c) Two action types and the individual critical boundary for 1-df visually guided reaching, represented by the red dashed semicircle

with radius equal to 0.9 of arm length. (d-e). The two panels show the average proportions of “angry” responses [\pm 95% CI] as a function of morph intensity, for uncomfortable (red symbols) and comfortable (black symbols) reaching actions. Red and black curves are the average best fitting psychometric functions, with shaded bands indicating [\pm 95% CI]. Average PSNs [\pm 95% CI] are plotted on a zoomed scale (bottom). Data in panel (d) refer to the comfortable-uncomfortable order; data in panel (e) to the opposite order.

Average PSNs shown at the bottom of panels d,e of Figure 2 are in strong agreement with the expectation that classification performance is biased in opposite directions after comfortable (towards happiness) vs. uncomfortable (towards anger) adaptation phases. The likelihood of interpreting a facial expression as angry increased of about 7% after being adapted to an uncomfortable reaching rather than to a comfortable reaching ($t_{40} = 3.4$, $p < 0.005$). A similar difference in the perception of facial emotions was found in the two conditions of temporal ordering, no matter whether the comfortable reaching phase was administered at the beginning (7.5%; Figure 2d) or end (6.5%; Figure 2e) of the experiment. Furthermore, consistently with the induction of a negative mood by action discomfort, we found an overall increase in the tendency to interpret the facial expressions as “angry” ($t_{40} = 3.0$, $p < 0.005$), when the comfortable reaches were performed at the end ($\overline{PSN} = 0.43$; Figure 2e) rather than at the beginning ($\overline{PSN} = 0.49$; Figure 2d) of the session.

In summary, our results are compatible with the idea that the perception of emotion from facial stimuli depends on action comfort, thus providing new insight into the relationships between comfort, user’s mood, and perceived BUS, which are central within the *affective ergonomics* framework and consistent with recent findings on the effect of posture on feelings and behaviour (Yap et al., 2013). A vehicle designed to support comfortable actions will likely induce a positive perception of environment; while the design of interior spaces that do not consider the limits of user’s action will force users to perform uncomfortable actions, inducing a negative perception of the environment. Personalization of spaces might constitute a key tool for vehicle design oriented to the optimization of user’s BUS experience.

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