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Duration of restart period needed to recycle with optimal performance: phase II

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No binding. Book Condition: New. This item is printed on demand. Original publisher: Washington, DC : U. S. Dept. of Transportation, Federal Motor Carrier Safety Administration, 2010 OCLC Number: (OCOLOC)740014122 Subject: Automobile drivers -- Fatigue -- Prevention. Excerpt: . . . 1. INTRODUCTION 1. 1 OBJECTIVE The objective of this Phase II project was to determine whether a restart period involving two biological nights of sleep would be more effective in restoring performance in individuals working night shifts under the hours of service regulations (HOS) governing property-carrying commercial motor vehicle (CMV) drivers than the current 34-hour restart provision. Building on the Phase I project, which evaluated the 34-hour restart using two groups of drivers, one operating in the daylight and one at night, this new study with nocturnal duty periods and a restart period that includes two biological nights was undertaken using a within-subjects in-laboratory experimental study design with testing of cognitive performance task and high-fidelity driving simulator performance. 1. 2 BACKGROUND The current FMCSA hours of service regulations for property-carrying CMV drivers prescribe that drivers: 1) may drive 11 hours in a 14-hour window after coming on duty following 10 consecutive hours off duty;...



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