



U.S. Department of Transportation
Federal Motor Carrier Safety Administration



Commercial Motor Vehicle (CMV) Driver Restart Study

Frequently Asked Questions

GENERAL

Why should I participate?

The goal of the study is to measure and compare the fatigue and safety performance levels of drivers who take two nighttime rest periods during their 34-hour restart break and those drivers who take less than two nighttime rest periods during their restart break. In order for FMCSA to achieve the study goal, FMCSA needs data from drivers who are driving their normal routes. The study may lead to a safer driving environment.

Will FMCSA include team drivers in the study?

FMCSA is willing to include team drivers if one or both drivers are willing to participate.

If an interested carrier is not selected, will FMCSA tell the carrier why they were not selected?

FMCSA or the study contractor will provide a reason why a carrier is not selected. A reason for not including a carrier could be study logistics, as the data collection is limited to certain geographic regions or where the study team already has enough drivers from a certain type of operation.

What if I want to leave the study?

While we would like drivers to commit to completing the study, we realize that some drivers may leave the study before completion of the five months of data collection. Compensation is based on the amount of time the driver is in the study.

LOGISTICS

How will you outfit my truck?

We are still working out the details regarding the outfitting of trucks and will post more information as it becomes available.

Who provides the smartphones for the Psychomotor Vigilance Task (PVT) tests? What restrictions will be placed on the phone functionality (e.g., will the apps be disabled)?

The study team will provide the smartphones. Phone capability (i.e., dialing and receiving phone calls) will be disabled and apps that are not needed in the study will be removed or turned off.



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DATA

How will my data be used?

The data will be analyzed to measure and compare the fatigue and safety performance levels of drivers who take two nighttime rest periods during their 34-hour restart break and those drivers who take less than two nighttime rest periods during their restart break.

Will my data be connected to my commercial driver's license (CDL) or motor carrier (MC) number?

No, FMCSA will not connect data to your CDL or MC number.

Can this be used against me?

No, there will be no inspections or compliance reviews as a result of being involved in the study.

Can I have my data?

During the study, participants will not have access to the data. At the end of the study effort, the data will be de-identified of any personally identifiable information (PII) and will be developed into a public-use data set. The contractor selected to conduct the study will be able to direct you to an accessible copy of your data.

How is this data collection device different from a FitBit or other fitness tracker?

Drivers will be using an actigraph to measure sleep. The actigraph does not have the interactive features that FitBit has. The study participants will not be able to track their own performance on a daily basis.

Will FMCSA require visibility to back office data (data beyond hours of service [HOS] compliance, such as hard braking data, etc.) from an onboard fleet management system or electronic logging device (ELD)? Will the data sharing agreement address this?

The study contractor may want to collect data beyond HOS compliance from a carrier's fleet management system. The study contractor will be responsible for developing data sharing agreements with that carrier. Any data that is collected will be de-identified of PII and developed into a public-use data set.