

# Name this Newsletter!

Oregon Workers' Compensation | Personal Injury | Social Security Disability

## KEY MECHANICAL CAUSES OF trucking accidents

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Driverless cars may transform our economy

Brake failure and defective tires are two central culprits in mechanical failure leading to truck accidents. According to the Department of Transportation, nearly 30 percent of large-truck crashes involve brake-related issues.

Brake failure may rest upon the manufacturer of the brakes. If brakes do not meet federal standards, you may have a claim against the manufacturer. Sometimes the design is flawed; other times a defect occurred during the manufacturing process. A federal brake recall is powerful evidence on your side in any claim against the manufacturer or owner (if they didn't heed a recall).

Sometimes, owner/operator of trucks unhook or depower the front brakes on trucks to minimize the expense of brake and tire wear and replacement costs—an illegal modification that elevates the risk of jackknifing. Instead, drivers rely on downshifting and on the brakes of the trailer to slow them down.

If a truck's load is not evenly distributed, brakes might overheat and malfunction, endangering lives.



Commercial trucking companies are required to undertake pre-trip inspections of the brakes and tires and document details in a report. Failure to do so may wind up in brake and tire failure; lack of documentation will aid your case.

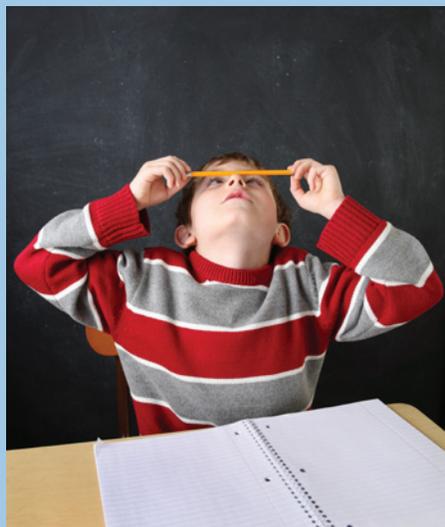
Improper tire pressure, lack of tread depth, and tread and sidewall damage are all signs of tire deterioration, which, if not tended to promptly, may lead to a blowout and loss of control.

Truck accident cases often involve a complicated web of players and circumstances. If you've been injured in an accident with a tractor-trailer, contact an accident attorney to protect your rights. ■

# young children

## AND ADHD TREATMENTS

Attention Deficit Hyperactivity Disorder (ADHD) is a neurobehavioral disorder that interferes with a child's ability to concentrate and may cause restlessness, hyperactivity, and impulsive behavior. It can extend well into their adult years, negatively affecting their relationships with family and friends, academic performance, and physical well-being.



Recently released results of a long-term study conducted by the Johns Hopkins Children's Center seem to indicate that current treatments aren't working as well as hoped. Nearly 200 children ages 3 to 5 were monitored for six years in coordination with parents and teachers.

The study revealed that 90 percent of children still experience symptoms of ADHD six years after diagnosis and ongoing treatment. Two-thirds of those kids were on medication for ADHD, but their results were similar to those kids who did not use medication. Sixty-two percent still had significant hyperactivity and impulsivity after six years, compared to 58 percent of those not using medication. Serious inattentiveness also continued to be a problem for 65 percent of those on medication, and 62 percent of those who weren't.

Researchers noted that in some cases, medications may not have been taken properly or were prescribed in the wrong dosages, which would impact their effectiveness. Even allowing for these instances, the study's researchers were still troubled at how ineffective treatments for ADHD seem to be.

The study points to the need for better long-term behavioral and pharmacological treatments than are currently in use to treat this chronic, persistent disorder. ■

# we have a winner!

Luke Johnson is our winner of our newsletter name contest. Luke submitted the title: "Feeling Better Newsletter." I liked this entry because it reflected the newsletter's goal. We will cover legal issues and developments, but will also provide information aimed to help people to make things better, even if it's just a little bit here and there. So with Luke's permission, I tweaked the title to "Makin' It Better Newsletter."

This contest was a great success for a couple reasons. We received many entries from old friends and clients, and I enjoyed reconnecting with people that I have worked with over the years. We also had a few good laughs. Two people came up with "Joe's Brief's." That was a favorite at my house. Another one was "You Can't Handle Di Truth!" from the movie *A Few Good Men*.

Of course, we are always interested to hear from you. Tell us what you are up to, and feel free to make suggestions for future articles.

Thanks to everyone that took the time to come up with ideas. It was great to hear from all of you. ■



# staff spotlight

## NADINE THE OFFICE DOG

Every week we all sit down at the office together for lunch. The three of us go over the day to day things that make an office work, and look for ways to better help our clients. We might talk about a client's case, or learn a new piece of software. These lunches are great because they give us time to see the big picture, and share new ideas.

At our office lunch a few weeks back, I announced the first newsletter was going to print. I was excited. I shared my idea of the staff spotlight column. The column would introduce a staff member, complete with a picture, and an article covering not only the staffer's work at the office, but their family life, and community activities. The looks I got sent a silent but clear message of resistance. I had to go to Plan B.

Then I thought of featuring the office dog, Nadine. Why not, I thought. Nadine has been a presence at the office for some time. My son and his college roommates rescued Nadine from an abusive environment about six years ago, and after letting us "babysit" Nadine for a week, sprung the idea of a Nadine adoption. (Four college kids driving together from Eugene to Astoria can do a lot plotting and scheming).

But then concerns came creeping in. Is featuring the office dog appropriate for a law office newsletter? After

all, the law is serious stuff. People do not come to me when everything in their life is clipping along problem free. They are facing a battle of some kind, whether it is coping with the loss of a loved one, or the prospect of a life-long disability. It's sobering to think about.

But then I remembered clients from year's past. I have always kept Nadine confined in my office behind a baby gate. But once in a while, she would find a way to knock the gate down, run down the hall, burst into the conference room, and leap right onto my client's lap, just wanting to be petted. It is almost as if she sensed the need for comfort and companionship. Pretty soon, a few clients requested Nadine's presence. One client in particular would walk in the door, and the first words out of his mouth were, "Where's the dog?" It was clearly a request, and not a question. I have even had insurance defense attorneys anxious to greet Nadine.

So, without apology, I introduce Nadine. She helps some clients face their biggest battles, and never forgets to let me know I have a family to get home to should I stay too late at the office. ■



April 2013 Important Dates

April 1 – Easter Monday    April 15 – Income Taxes Due    April 22 – Earth Day  
April 24 – Administrative Professionals Day

# the 4-1-1 on meteorites

When a meteorite hit Russia in February, injuring over 1,000 people and causing extensive damage to buildings and other structures, there was a renewed interest in all things meteoric. Here are some basic facts:

- Meteors are classified differently than meteorites; meteors are pieces of space rock that come from asteroids or comets and usually burn up when they hit the Earth's atmosphere. The pieces of rock that actually make it to the Earth's surface are called meteorites.
- Meteorites can hit the Earth at over 18,000 miles per hour.
- Large-impact strikes, like the one that hit Russia recently, happen about once every five years, according to experts. Smaller strikes occur 5 to 10 times per year but usually hit in remote, unpopulated areas.
- A famous large meteorite strike known as the "Tunguska Event" hit Russia in 1908, knocking down millions of trees in a Siberian forest but caused no known injuries. ■

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# driverless cars MAY TRANSFORM OUR ECONOMY

The transition from horse-drawn carriage to automobile at the turn of the 20th century was monumental. A new automotive revolution is brewing that may surpass it.

Google is leading the way in developing the driverless car and thinks it will arrive in full force within 10 years. Some say a bit longer, but almost all the experts agree it's a matter of when, not if.

A significant appeal of going driverless is safety. Auto accidents are responsible for over 30,000 fatalities and nearly a quarter million hospitalizations each year. Google believes the driverless car will prevent a huge majority of these, since most accidents are caused by human error.

Since these cars would be able to drop off passengers and come back later to pick them up, parking would be less of an issue. A car could be used by more people in a given time span. Parents'

time could be freed up by not having to run their kids all over creation.

The economic impact of driverless cars could be enormous. Fewer drivers and crashes mean reduced injuries and less auto damage. This would affect auto body repair technicians, hospital personnel, auto accident attorneys, insurance adjusters, and law enforcement, to name just a few. Taxi and bus drivers would be impacted as well.

Economic winners would be electronics and software firms, in-car entertainment manufacturers, pubs, and, oh yeah, Google—again, just a small sample.

It is estimated that over \$2 trillion in economic activity will be up for grabs with the advent of driverless vehicles. While some are grabbing, others will be trying to find their way. Change is seldom easy. ■

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