



SCHEYNOST Law Offices, P.S.C.

Self-Driving Trucks

A large limitation in the transportation industry is human drivers. Humans need to sleep, need breaks to refresh their bodies and minds, need to eat, need to use the bathroom, and have other obligations outside of the truck cab. Humans are also accident prone. Despite these limitations, the public isn't ready to share the road with big rigs that are driverless.

Commercial fleets will likely slowly begin to incorporate more levels of automation under the watch of trained drivers, rather than going fully autonomous. In fact, many consumer and commercial vehicles are already equipped with automatic features such as emergency brakes, adaptive cruise control, and lane-departure warning.

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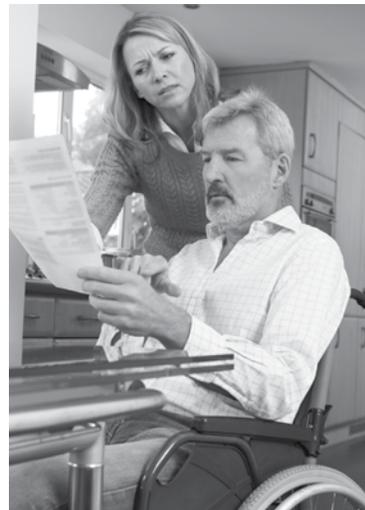


Earning and Work Requirements for Social Security Disability Insurance

If you become too disabled to work, you may be eligible for Social Security Disability Insurance (SSDI), but in order to qualify, you must demonstrate that you worked enough in the past to collect benefits and that your disability prevents you from making a living.

Applicants for SSDI need 20 to 40 work credits earned in the last 10 years, depending on age. Every \$5,200 earned annually equals four work credits. You cannot earn more than four credits per year. You also must have paid Social Security taxes on your earnings.

The Social Security Administration also sets a benchmark for substantial gainful activity. The current rate is \$1,950 per month for individuals who are blind and \$1,170 for other applicants. If you earn more than this, you will not qualify for SSDI, no matter your condition or prognosis.



As use of automation increases, safety levels should follow. In testimony to the U.S. Senate Committee on Commerce, Science, and Transportation, the National Safety Council said that many truck accidents could be reduced or prevented by using automation technology. The National Highway Traffic Safety Administration found that 94 percent of all investigated truck crashes were attributable to human error (alcohol consumption, speed, fatigue, or distraction).

Closed environments that have predictable routes, such as ports, construction sites, and mines, will most likely be the first to see truly driverless vehicles. According to an article in Trucks.com, "Such applications could not only offer proof of concept and prompt wider adoption in industry, but also ease the public into acceptance of the technology."

Fewer accidents and injuries are welcome, but who will be held at fault when technologies fail will be a factor in injury cases in the future.

Brought to you by

Scheynost Law Offices, P.S.C.

7619 Dixie Highway
Louisville, KY 40268

502-937-5287

E-mail:
sscheynost@scheynostlaw.com

Website:
www.scheynostlaw.com



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Pedestrian Deaths on the Rise

Did you know that walking is becoming more dangerous? According to a report by the Governors Highway Safety Association, pedestrian deaths rose 11 percent from 2015 to 2016. The increase is being blamed on distracted and drunk pedestrians.

When walkers talk, text, and surf on their smartphones, they become focused on their phone rather than their surroundings. Not only do distracted walkers bump and trip over stationary objects, they also have been known to walk into traffic.

Another contribution to the rise in pedestrian deaths is alcohol. According to the study, 34 percent of pedestrians killed are legally drunk. Not only does drinking impair vision and coordination, it affects decision-making. Those who are under the influence are much more likely to misjudge when it is safe to cross the street or whether it is safe to walk on the side of the street, especially at night.

Pedestrians should be aware of their surroundings, follow traffic laws, dress so that drivers can see them, and avoid alcohol.

Thanks for the referrals!

Thanks to all of you who have recommended our firm to your relatives, friends, and neighbors. We appreciate your vote of confidence and pledge to care for these "VIPs" as well as we care for you.

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Kidde Recall Affects 37 Million

Kidde has recently recalled 37.8 million fire extinguishers with plastic handles or plastic push-buttons. Please take the time to make sure your extinguisher is not part of the recall.

The recall involves 134 models of Kidde fire extinguishers manufactured between January 1, 1973, and August 15, 2017, including models that were previously recalled in March 2009 and February 2015. Kidde is aware of a 2014 death involving a car fire following a crash. Emergency responders could not get the recalled fire extinguishers to work. There have been approximately 391 reports of failed or limited activation or nozzle detachment. In addition to the fatality, 16 injuries, including smoke inhalation and minor burns, and 91 incidents of property damage have been reported.

The fire extinguishers can become clogged or require excessive force to discharge and can fail to activate during a fire emergency. In addition, the nozzle can detach with enough force to pose an impact hazard.

To see if your fire extinguisher is affected, go to kidde.com and click on "Product Safety Notices."

Source: cpsc.gov

