



Study Finds Defects in 75% of Crashed Semi Trucks



A recent study from the Insurance Institute for Highway Safety discovered overwhelming numbers of serious [vehicle defects on commercial trucks](#) involved in crashes. Researchers found that nearly three-quarters of the vehicles had safety violations severe enough to have taken the truck out of service (such as faulty brakes and burned-out headlights and brake lights). Trucks with out-of-service violations were up to 10 times as likely to be involved in a collision as trucks without these problems.

Ridesharing Raises Questions About Injury Compensation



Ridesharing services may be a dream for big cities, but they can quickly lead to insurance nightmares when they cause a crash. Since drivers, passengers, and the ridesharing company itself all have insurance coverage, how can you tell [who pays for injuries in an Uber or Lyft accident](#)? The key to getting compensation will depend on the details of the collision and the extent of your injuries. .

Xarelto Drugmakers' First Trial Loss Costs \$28M in Damages



After winning its first three trial cases in federal court, drug manufacturers Johnson & Johnson and Bayer AG were ordered to pay millions to a Philadelphia woman who suffered injuries after taking Xarelto. The jury awarded nearly \$28 million to 75-year-old Lynn Hartman, who underwent multiple transfusions after being hospitalized with [uncontrollable bleeding caused by Xarelto](#). This is the first court victory for Xarelto patients, over 20,000 of whom have filed lawsuits over the dangerous side effects of the drug.

New Attune Knee System Lawsuit Filed Against DePuy Synthe



Lawsuits continue to mount against Johnson & Johnson and its subsidiary DePuy Orthopaedics due to the early failure of the Attune knee replacement system. Joyce Rogers of Mississippi has claimed that she suffered [early failure of the DePuy Synthe Attune device](#) and was forced to undergo revision surgery less than two years after the Attune system was implanted. The lawsuit alleges the makers of the implant knew about the safety and failure risks as early as 2013, but continued to market and manufacture the defective device. .

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