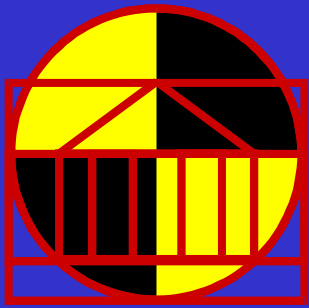


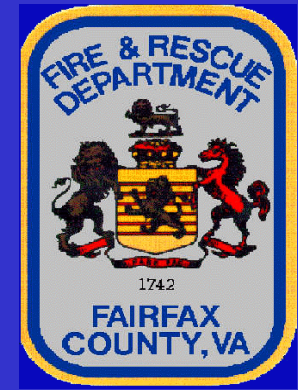
Inova Regional Trauma Center



Inova Fairfax Hospital
Falls Church, VA

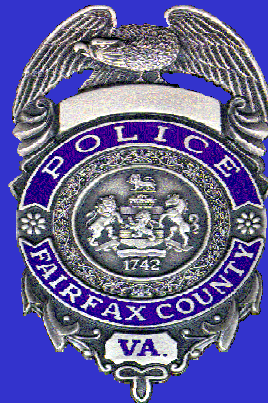


University of
Virginia



Honda Inova Fairfax Hospital CIREN Team

HONDA



INOVA REGIONAL
TRAUMA CENTER



**Non Ankle Lower extremity
Fractures in Frontal Crashes:
The Importance of Occupant
Height and Vehicle Type**

Team Members:

- Samir M. Fakhry, MD, Principal Investigator
- Dorraine D. Watts, PhD, RN, Principal Investigator
- Refaat Hanna, M.D., M.A., Epidemiologist
- James D. Bean, Crash Reconstructionist
- Christine Burke, CIREN Study Coordinator
- Christopher Sherwood, Auto Safety Lab, University of VA
- Capt. Christine Woodard, Fairfax County Fire and Rescue
- Detective J.J. Banachoski, Fairfax County Police CRU



Honda Inova Fairfax Hospital CIREN Center

Non-Ankle Lower Extremity Fracture (NALEF)

Lower Extremity Regions under study:

- 1- Pelvis/Hip
- 2- Femur
- 3- Knee/Patella
- 4- Tibia/Fibula

Research Questions??

- Does the driver's height play a role in NALEF injuries?
- Does the vehicle type play a role in the type of NALEF injury?

Selection Criteria

- **Age: ≥ 16 Years**
- **Vehicle Make Year: ≥ 1996**
- **Role: Belted Drivers Only**
- **PDOF: 11 – 1 O'clock**
- **No Ejection**
- **No Rollover**
- **No Fire**
- **AIS ≥ 2**
- **The Vehicle types included in the study are:**
 - a) Passenger Cars**
 - b) SUV/Light Trucks**

Sample Size

1- NASS Data

- 613 cases met the selection criteria in NASS data
- 473 cases in passenger cars
- 140 cases in SUV/Light Trucks

2- CIREN Data

- 233 cases met the selection criteria in CIREN data
- 175 cases in passenger cars
- 58 in SUV/Light Trucks

Binary Logistic Regression

Logistic regression is useful for situations in which we want to be able to predict the presence or absence of a characteristic or outcome based on values of a set of predictor variables. It is similar to a linear regression model but is suited to models where the dependent variable is dichotomous. Logistic regression coefficients can be used to estimate odds ratios (OR) for each of the independent variables in the model.

Variables Tested

- Vehicle Type

(Passenger Cars Vs. SUV/Light Trucks)

- Height

(3 categories < 65 Inch, 65 to 69 Inch & > 69 Inch)

- Reference Values

Vehicle type: Passenger Cars

Height: < 65 Inch

Individual Analysis of Different
Components of
Non Ankle Lower Extremity
Fractures

Pelvic/Hip Fracture CIREN Data Analysis

Passenger Cars

Driver's height played a significant role in Hip/Pelvic fractures

OR = 2.06 < 65 Inch : 65-69 Inch

P = 0.165

OR = 1.88 < 65 Inch : > 69 Inch

P = 0.154

SUV/Light Trucks

Driver's height did not play a significant role in Hip/Pelvic fractures

OR = 0.714 65-69 : > 69 Inch

P = 0.683

Drivers > 69 inch are less likely to sustain Pelvic/Hip fractures in SUV/Light Trucks than in Passenger Cars

OR=0.385 SUV/Light Trucks : Passenger Cars P = 0.171

Pelvic/Hip Fracture NASS Data Analysis

Passenger Cars

Driver's height played a significant role in Hip/Pelvic fractures

OR=2.70 < 65 Inch : 65 to 69 Inch

P = 0.027

OR = 1.75 < 65 Inch : > 69 Inch

P = 0.126

SUV/Light Trucks

Driver's height did not play a significant role in Hip/Pelvic fractures

OR = 1.37 65 to 69 : > 69 Inch

P = 0.599

Drivers > 69 inch are less likely to sustain Pelvic/Hip fractures in SUV/Light Trucks than in Passenger Cars

OR= 0.904 SUV/Light Trucks : Passenger Cars P = 0.827

Femur Fracture

CIREN Data Analysis

Passenger Cars

Driver's height played a significant role in Femur fractures

OR = 2.28 < 65 Inch : 65 to 69 Inch

P = 0.075

OR = 2.31 < 65 Inch : > 69 Inch

P = 0.037

SUV/Light Trucks

Driver's height did not play a significant role in Femur fractures

OR = 0.639 65 to 69 : > 69 Inch

P = 0.507

Drivers > 69 inch are less likely to sustain Femur fractures in SUV/Light Trucks than in Passenger Cars

OR = 0.416 SUV/Light Trucks : Passenger Cars P = 0.131

Femur Fracture

NASS Data Analysis

Passenger Cars

Driver's height played a significant role in Femur fractures

OR = 2.29 < 65 Inch : 65 to 69 Inch

P = 0.075

OR = 1.65 < 65 Inch : > 69 Inch

P = 0.154

SUV/Light Trucks

Driver's height did not play a significant role in Femur fractures

OR = 0.436 < 65 to 65 to 69 Inch

P = 0.386

OR = 0.382 <65 to > 69 Inch

P = 0.191

Drivers > 69 inch are less likely to sustain Femur fractures in SUV/Light Trucks than in Passenger Cars

OR = 0.288 SUV/Light Trucks : Passenger Cars P = 0.054

Knee/Patella CIREN Data Analysis

Passenger Cars

Taller drivers were less likely to sustain Knee/Patella fractures than shorter drivers

(The results are statistically insignificant)

OR = 0.777 65 to 69 : < 65 Inch : Inch

P = 0.674

OR = 0.963 > 69 : < 65 Inch : Inch

P = 0.945

SUV/Light Trucks

Taller drivers were less likely to sustain Knee/Patella fractures than shorter drivers

OR = 0.818 65 to 69 : < 65 Inch

P = 0.876

OR = 0.221 > 69 : < 65 Inch

P = 0.081

Knee/Patella CIREN Data Analysis

Drivers < 65 inch are more likely to sustain Knee/Patella fractures in SUV/Light Trucks than in Passenger Cars

OR = 1.615 Passenger Cars : SUV/Light Trucks $P = 0.672$

Drivers 65 to 69 inch are less likely to sustain Knee/Patella fractures in SUV/Light Trucks than in Passenger Cars

OR = 0.352 SUV/Light Trucks : Passenger Cars $P = 0.063$

Drivers > 69 inch are more likely to sustain Knee/Patella fractures in SUV/Light Trucks than in Passenger Cars

OR = 1.535 Passenger Cars : SUV/Light Trucks $P = 0.617$

Knee/Patella NASS Data Analysis

Passenger Cars

Taller drivers were less likely to sustain Knee/Patella fractures than shorter drivers

(The results are statistically insignificant)

OR = 0.993 > 69 : < 65 Inch

P = 0.983

Drivers 65 to 69 inch were more likely to sustain Knee/Patella fractures than those < 65 inch

OR:- 65 to 69 : < 65 Inch ; Inch 1.59

P : 0.236

SUV/Light Trucks

Taller drivers were more likely to sustain Knee/Patella fractures than shorter drivers

OR = 0.2.33 < 65 : 65 to 69 Inch

P = 0.443

OR = 2.05 > 69 : < 65 Inch

P = 0.316

Knee/Patella

NASS Data Analysis

Drivers < 65 inch are less likely to sustain Knee/Patella fractures in SUV/Light Trucks than in Passenger Cars

OR = .529 Passenger Cars : SUV/Light Trucks $P = 0.552$

Drivers 65 to 69 inch are less likely to sustain Knee/Patella fractures in SUV/Light Trucks than in Passenger Cars

OR = 0.374 SUV/Light Trucks : Passenger Cars $P = 0.119$

Drivers > 69 inch are less likely to sustain Knee/Patella fractures in SUV/Light Trucks than in Passenger Cars

OR = 775 Passenger Cars : SUV/Light Trucks $P = 0.597$

Tibia/Fibula CIREN Data Analysis

Passenger Cars

Taller drivers were less likely to sustain Tibia/Fibula fractures than shorter drivers

OR = 0.528 65 to 69 : < 65 Inch

P = 0.148

OR = 0.607 > 69 : < 65 Inch Inch

P = 0.210

SUV/Light Trucks

Drivers 65 to 69 inch were less likely to sustain Tibia/Fibula fractures than shorter drivers

OR = 0.618 65 to 69 : < 65 Inch

P = 0.540

There was no relationship between Tibia/Fibula fracture and height > 69 inch

OR = 1.000 , P = 1.00

Tibia/Fibula

CIREN Data Analysis

Drivers < 65 inch are more likely to sustain Tibia/Fibula fractures in Passenger Cars than SUV/Light Trucks

OR = 0.947 SUV/Light Trucks : Passenger Cars $P = 0.939$

Drivers 65 to 69 inch are more likely to sustain Tibia/Fibula fractures in in Passenger Cars than SUV/Light Trucks

OR = 0.673 SUV/Light Trucks : Passenger Cars $P = 0.433$

Drivers > 69 inch are more likely to sustain Tibia/Fibula fractures in SUV/Light Trucks than in Passenger Cars

OR = 1.109 Passenger Cars : SUV/Light Trucks $P = 0.852$

Tibia/Fibula

NASS Data Analysis

Passenger Cars

Taller drivers were less likely to sustain Tibia/Fibula fractures than shorter drivers

OR = 0.569 65 to 69 : < 65 Inch

P = 0.099

OR = 0.456 > 69 : < 65 Inch

P = 0.013

SUV/Light Trucks

Drivers 65 to 69 inch were less likely to sustain Tibia/Fibula fractures than shorter drivers

OR = 0.571 65 to 69 : < 65 Inch

P = 0.539

Drivers > 69 inch were more likely to sustain Tibia/Fibula fracture than drivers < 65 inch

OR = 1.071 65 to 69 : < 65 Inch

P = 0.930

Tibia/Fibula

NASS Data Analysis

Drivers < 65 inch are more likely to sustain Tibia/Fibula fractures in Passenger Cars than SUV/Light Trucks

OR = 0.435 SUV/Light Trucks : Passenger Cars $P = 0.286$

Drivers 65 to 69 inch are more likely to sustain Tibia/Fibula fractures in Passenger Cars than in SUV/Light Trucks

OR = 0.186 SUV/Light Trucks : Passenger Cars $P = 0.007$

Drivers > 69 inch are more likely to sustain Tibia/Fibula fractures in Passenger Cars than in SUV/Light Trucks

OR = 0.438 SUV/Light Trucks : Passenger Cars $P = 0.157$

**Attributable Source of NALEF Injuries
Belted Drivers
CIREN Data Analysis**

Source of Injury	Percent
Knee bolster	40
Floor (Including Toe Pan)	24
Left instrumental panel and below	13
Left side interior surface, excluding hardware or armrest	9
Foot Control including parking brake	4
Other	9
Total	100

Attributable Source of NALEF Injuries

Belted Drivers In Passenger Cars

CIREN Data Analysis

NALEF		Floor (Including Toe Pan)	Foot Control including parking brake	Knee bolster	Left instrumental panel and below	Left side interior surface, excluding hardware or armrest	Other
Femur Fracture	Count	0	0	37	14	4	4
	% within NALEF	0	0	63	24	7	7
	% within Injury Source	0	0	36	41	14	15
Knee/Patella	Count	0	1	17	8	3	1
	% within NALEF	0	3	57	27	10	3
	% within Injury Source	0	8	17	24	10	4
Pelvis/Hip	Count	5	0	28	4	21	14
	% within NALEF	7	0	39	6	29	19
	% within Injury Source	7	0	27	12	72	54
Tibia/Fibula	Count	63	11	20	8	1	7
	% within NALEF	57	10	18	7	1	6
	% within Injury Source	93	92	20	24	3	27
Total	Count	68	12	102	34	29	26
	% within NALEF	25	4	38	13	11	10
	% within Injury Source	100	100	100	100	100	100

Attributable Source of NALEF Injuries

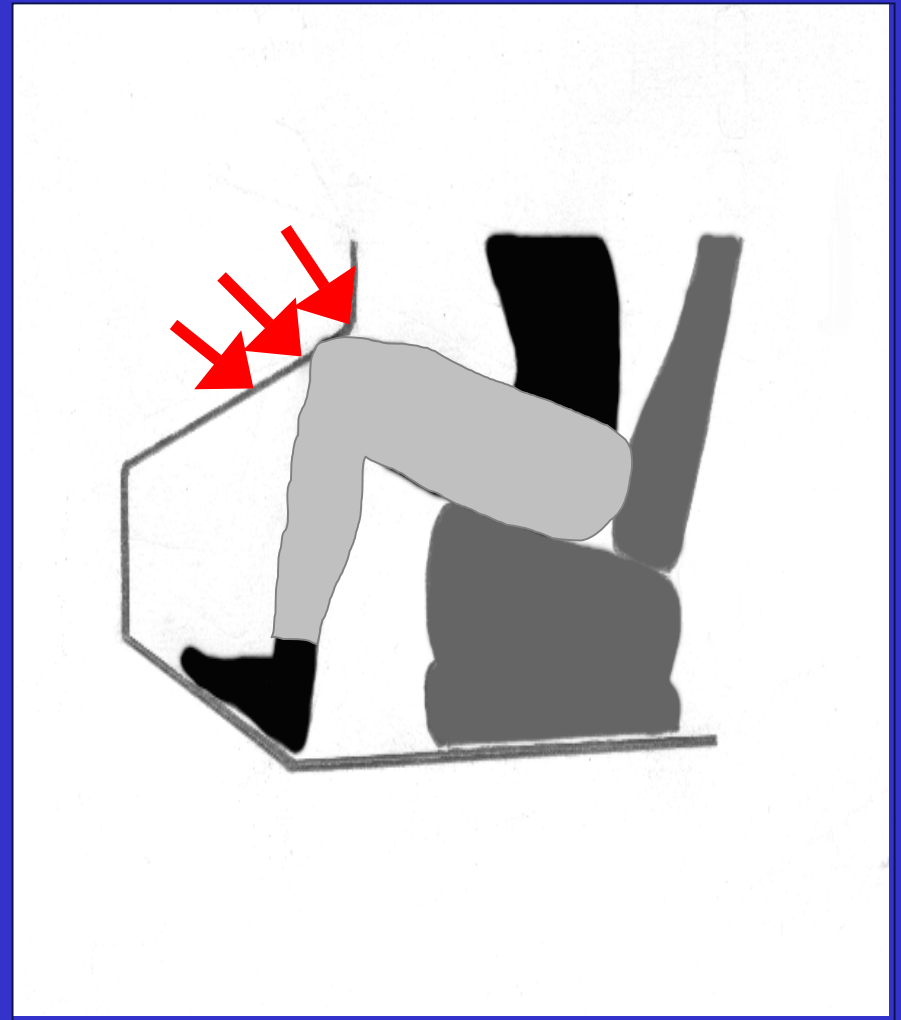
Belted Drivers In SUV/Light Trucks

CIREN Data Analysis

NALEF		Floor (Including Toe Pan)	Foot Control including parking brake	Knee bolster	Left instrumental panel and below	Left side interior surface, excluding hardware or armrest	Other
Femur Fracture	Count	0	0	16	5	1	0
	% within NALEF	0	0	72	23	5	0
	% within Injury Source	0	0	46	42	50	0
Knee/Patella	Count	0	0	7	1	0	2
	% within NALEF	0	0	70	10	0	20
	% within Injury Source	0	0	20	8	0	40
Pelvis/Hip	Count	0	0	11	2	0	0
	% within NALEF	0	0	85	15	0	0
	% within Injury Source	0	0	31	17	0	0
Tibia/Fibula	Count	16	3	1	4	1	3
	% within NALEF	57	11	4	14	4	11
	% within Injury Source	100	100	3	33	50	60
Total	Count	16	3	35	12	2	5
	% within NALEF	22	4	48	16	3	7
	% within Injury Source	100	100	100	100	100	100

Biomechanics

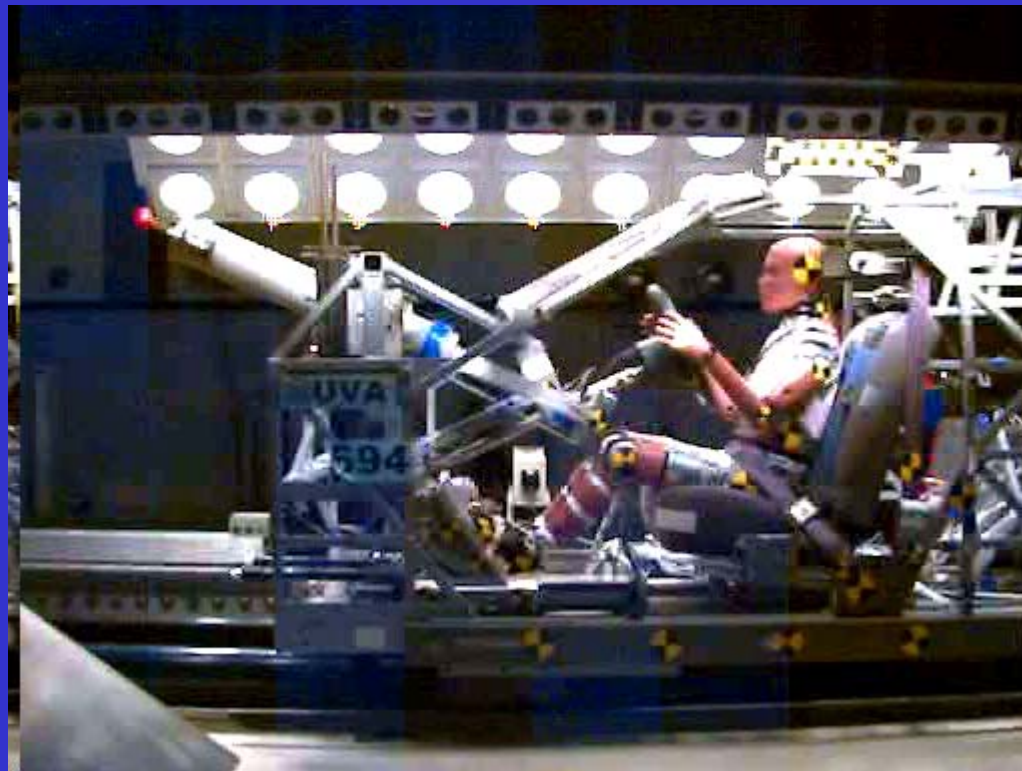
Role of Knee Bolster In Non-Ankle Lower Extremity Injuries



Honda Inova Fairfax Hospital CIREN Center

Knee Bolster

- Control Occupant Kinematics in Frontal Crash
- Distribute Lower Extremity Contact Loads
- Absorb Occupant Energy through a Body Region Capable of Accepting Restraining Forces



Culver, 1979

Lower Extremity Injury Research

- Bolster stiffness
- Knee flexion angle
- Gender
- Belt use
- Pre-impact bracing
- Intrusion

Risk of Lower Limb Injury

- Geometry
 - Occupant (Lower Extremity)
 - Vehicle (Knee Bolster, Seat)

Passenger Car → SUV – Light Trucks



5th
Female



50th
Male



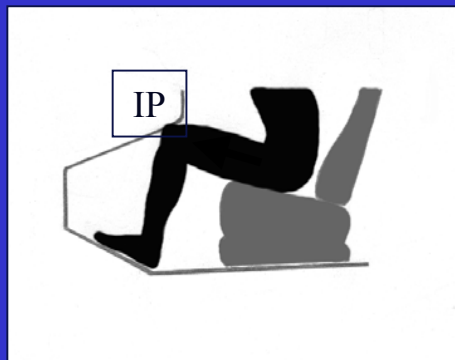
95th
Male



THIGH-KNEE LOADING

1

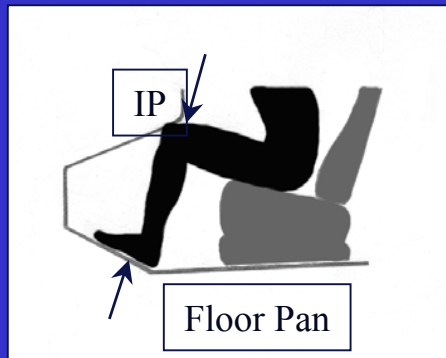
Loading axial to the thigh: potential injury to the knee-thigh-hip complex



Inertial motion causes contact with instrument panel/knee bolster

2

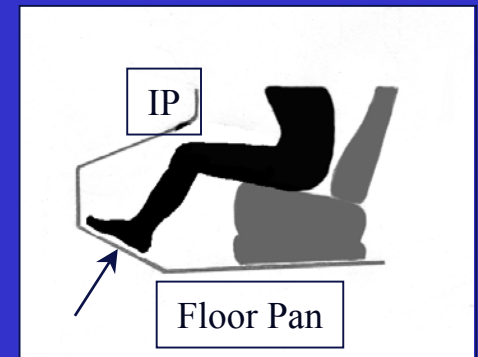
Loading axial to the leg: potential injury to the knee-leg-ankle complex



Entrapment between IP and floor pan

3

Loading axial to the entire lower extremity: potential injury to all structures

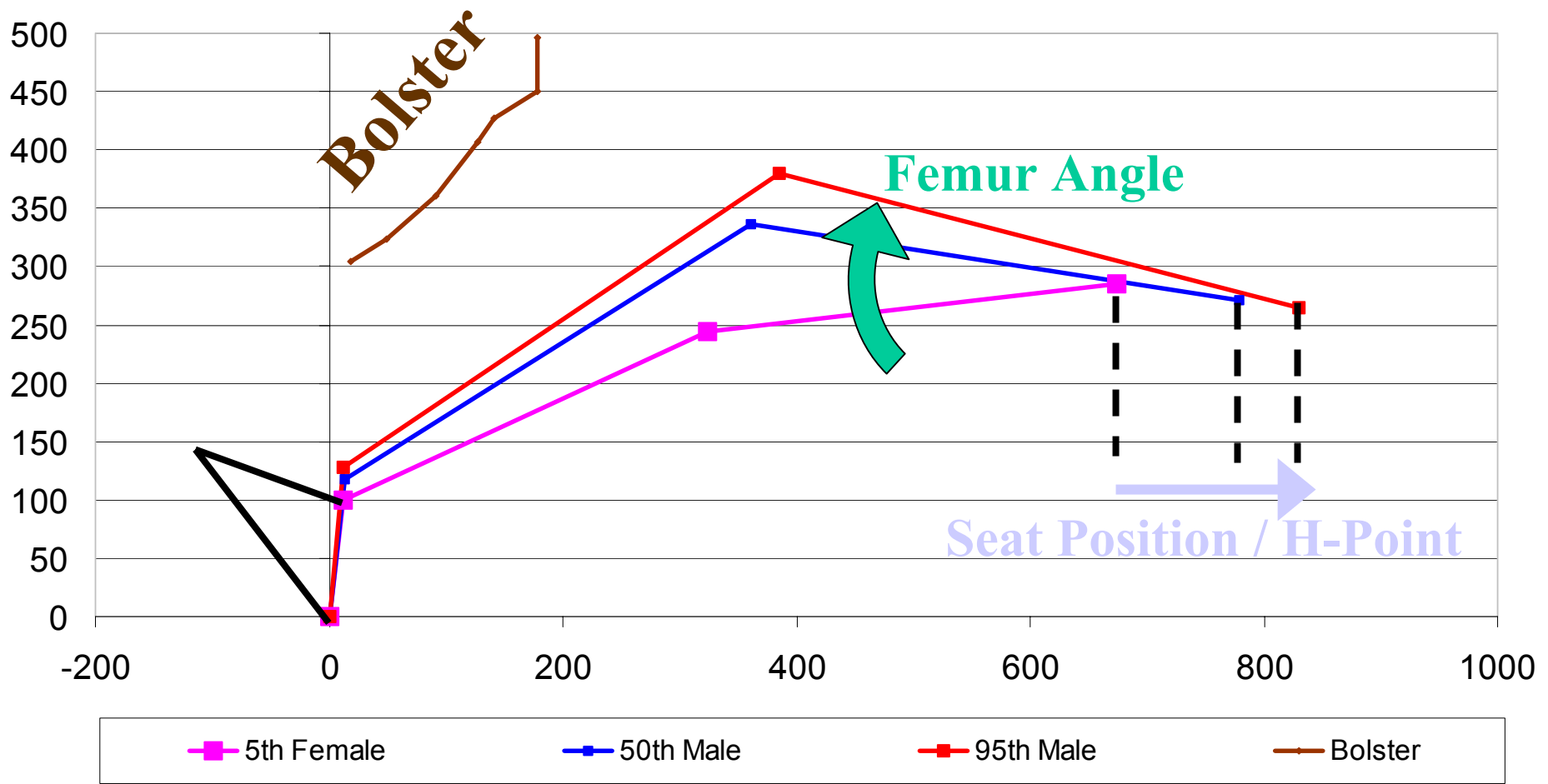


Floor pan intrusion

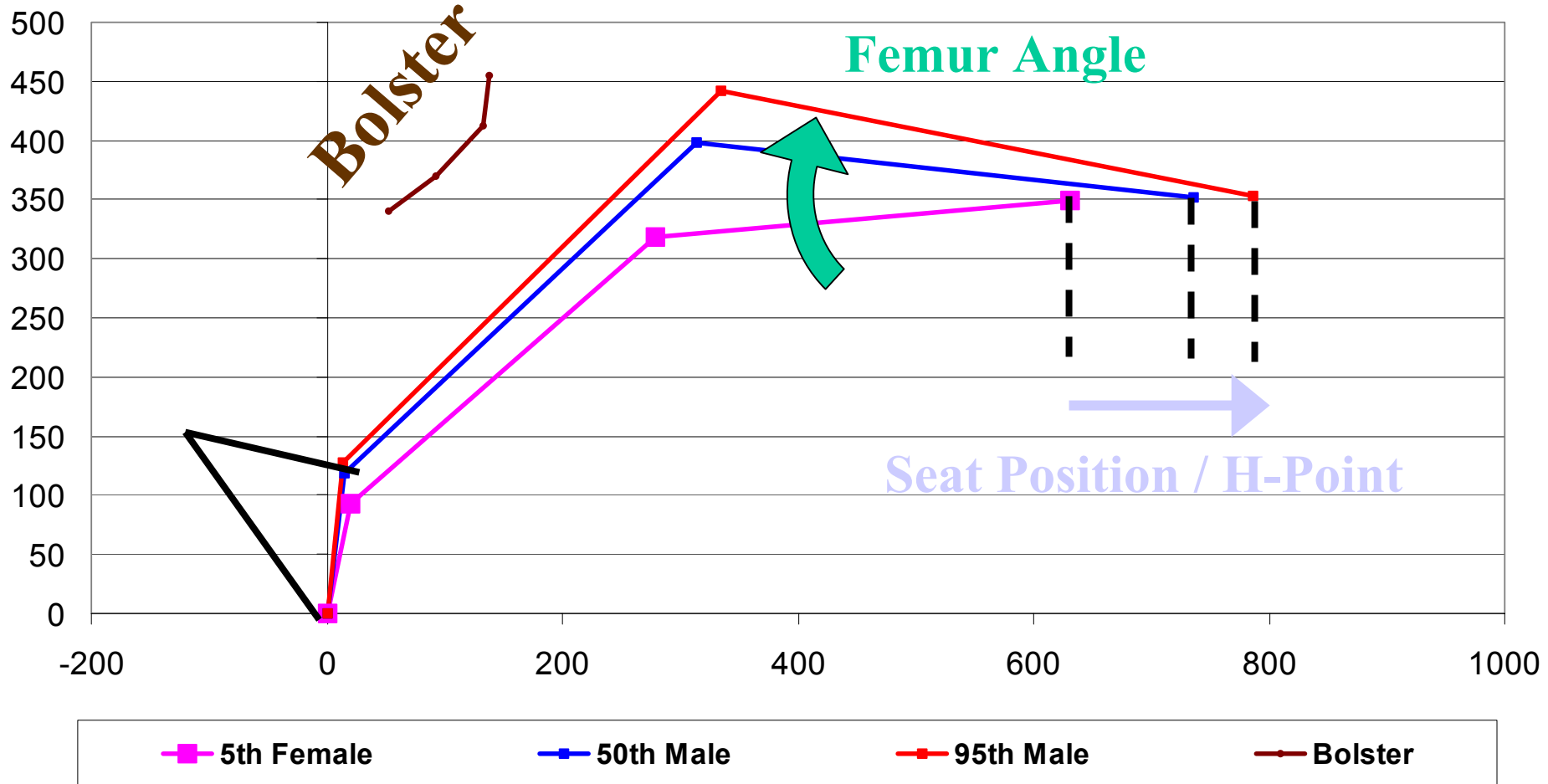
Seating Position

- University of Michigan Transportation Research Institute (UMTRI) (1996-2001)
 - Anthropometric measurements of drivers
 - Dummy Positioning Model (vehicle parameters)
 - 5th Female – 4' 11" (59", 151 cm)
 - 50th Male – 5' 9" (69", 175 cm)
 - 95th Male – 6' 2" (74", 187 cm)
- Insurance Institute for Highway Safety (IIHS) Tests
 - Nissan Titan
 - Nissan Maxima

Lower Extremity Position – Nissan Maxima



Lower Extremity Position – Nissan Titan



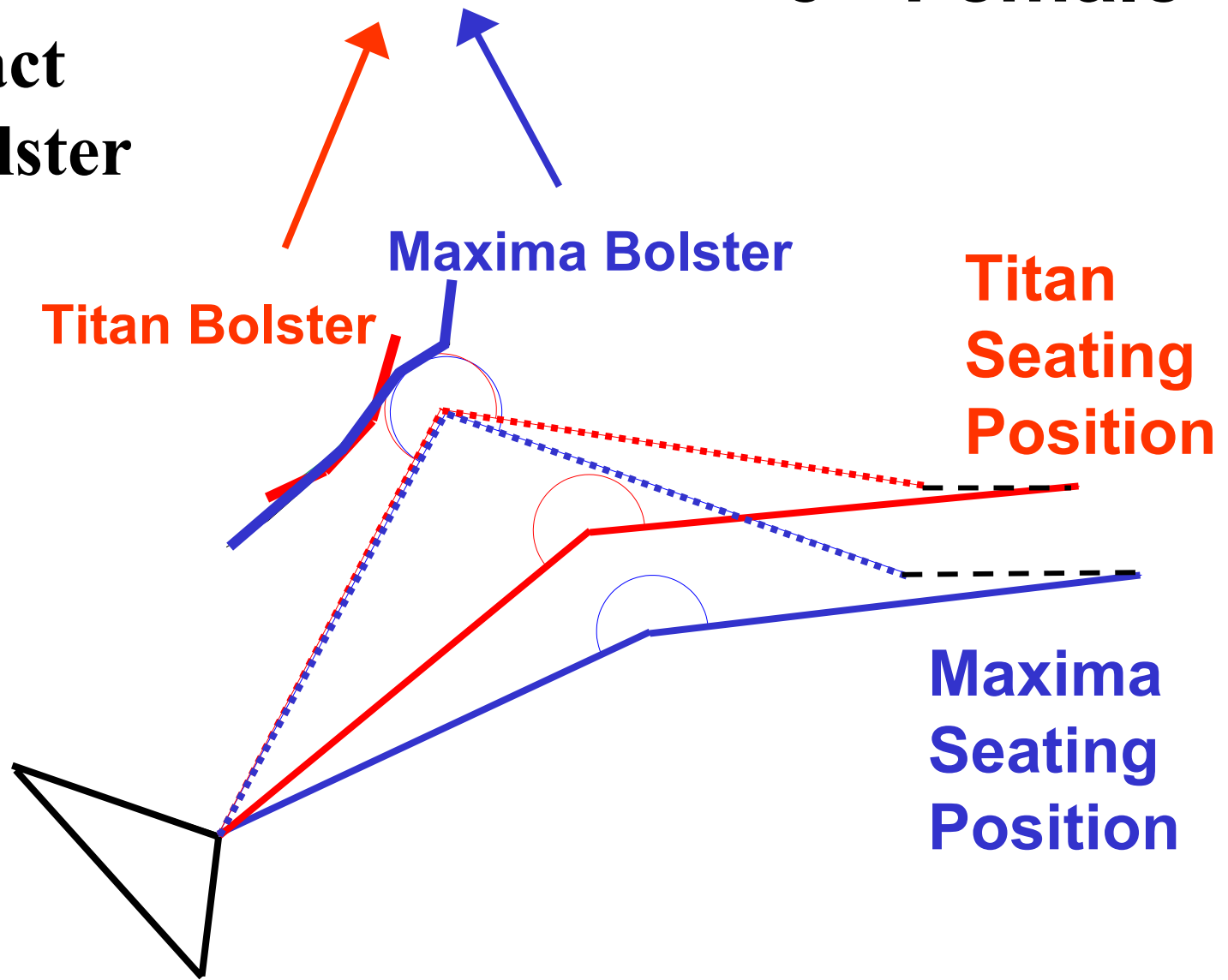
Estimating kinematics

- **Estimate lower extremity positions at time of contact with bolster** (Culver & Viano, 1979)
 - **Stationary ankle position**
 - **H-Point moved horizontally until contact with bolster**

Bolsters very similar

5th Female

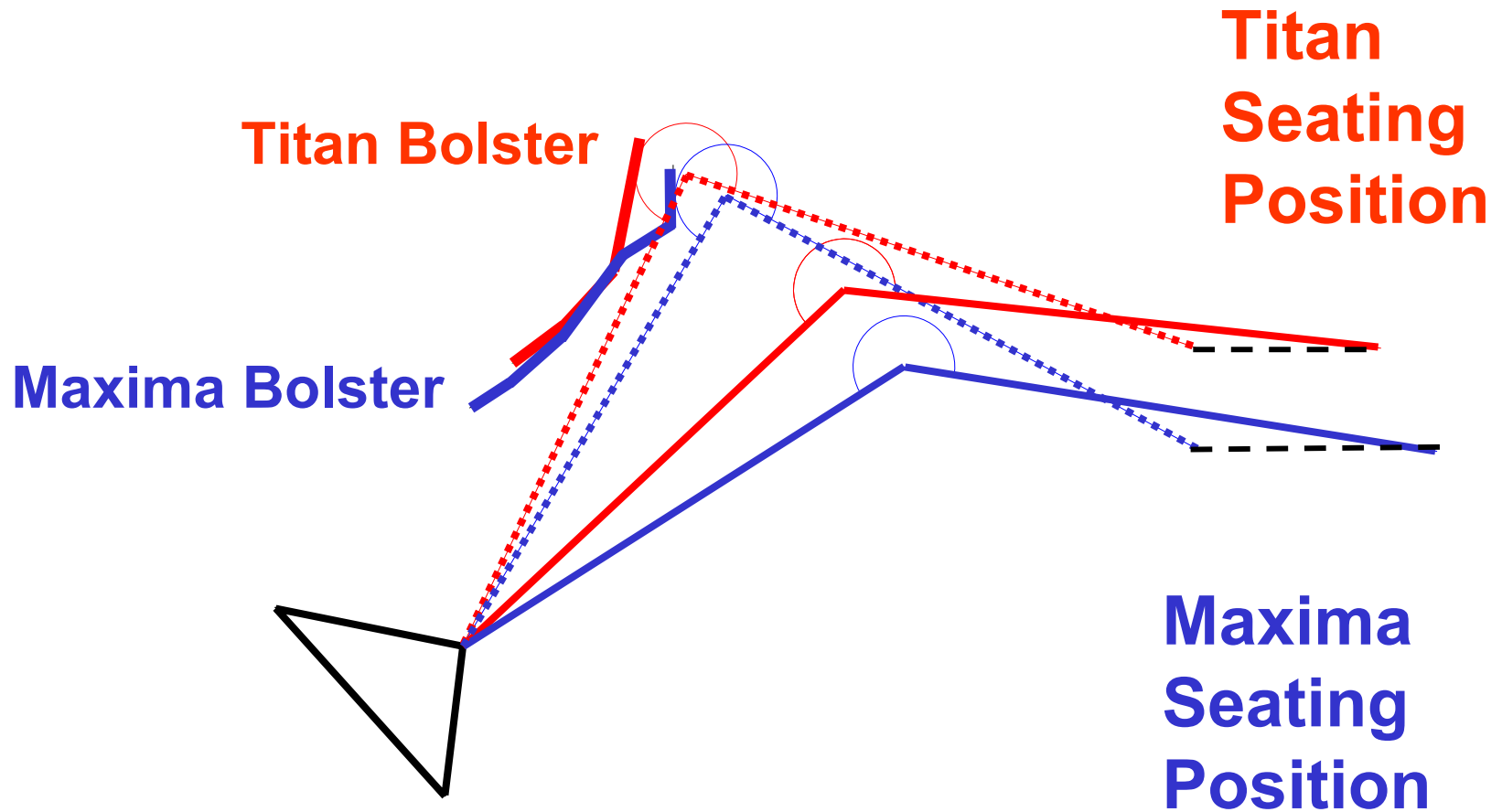
**Knee contact
Low on Bolster**



50th Male

Knee contact

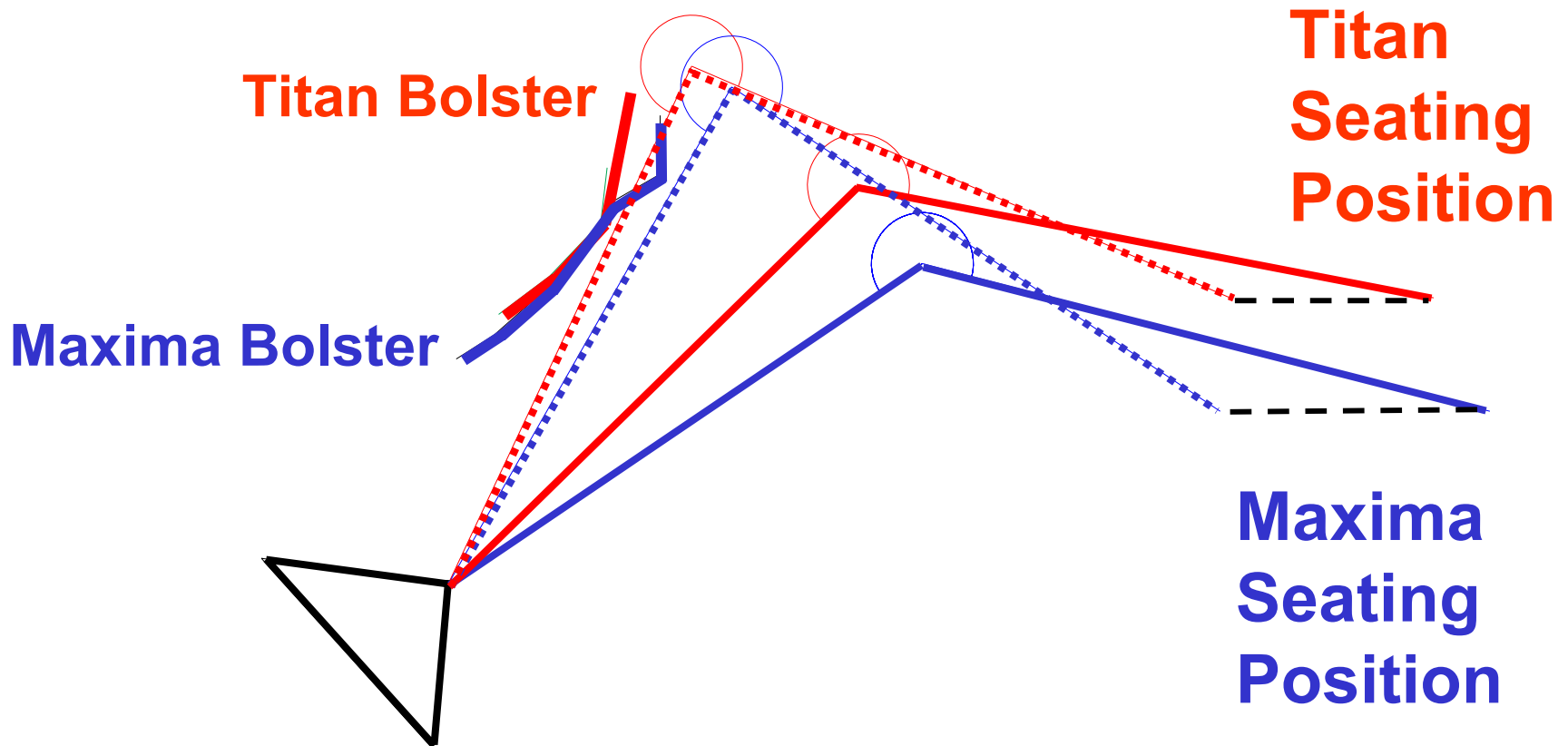
Knee more flexed in Pass Car



95th Male

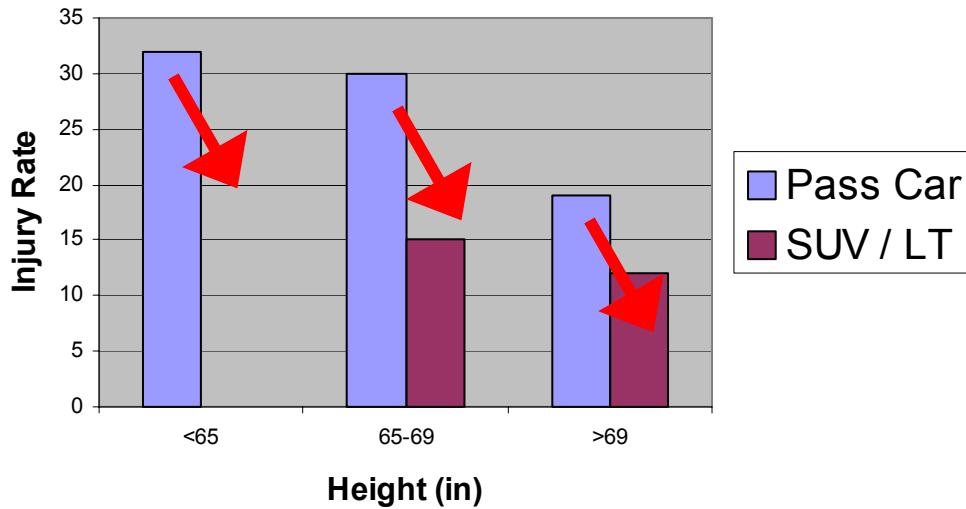
Tibia contact

Femur more horizontal in SUV

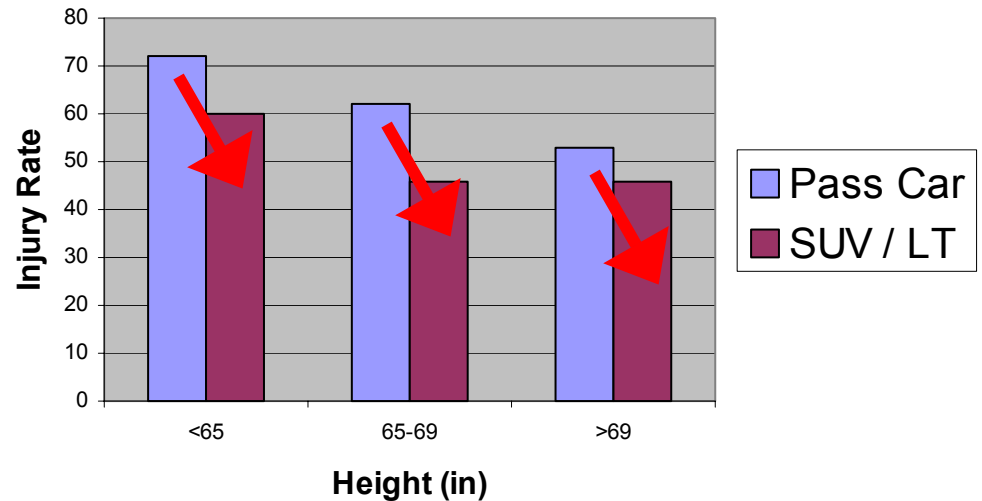


Tibia/Fibula fractures
more likely in
passenger cars

NASS - Tib/Fib



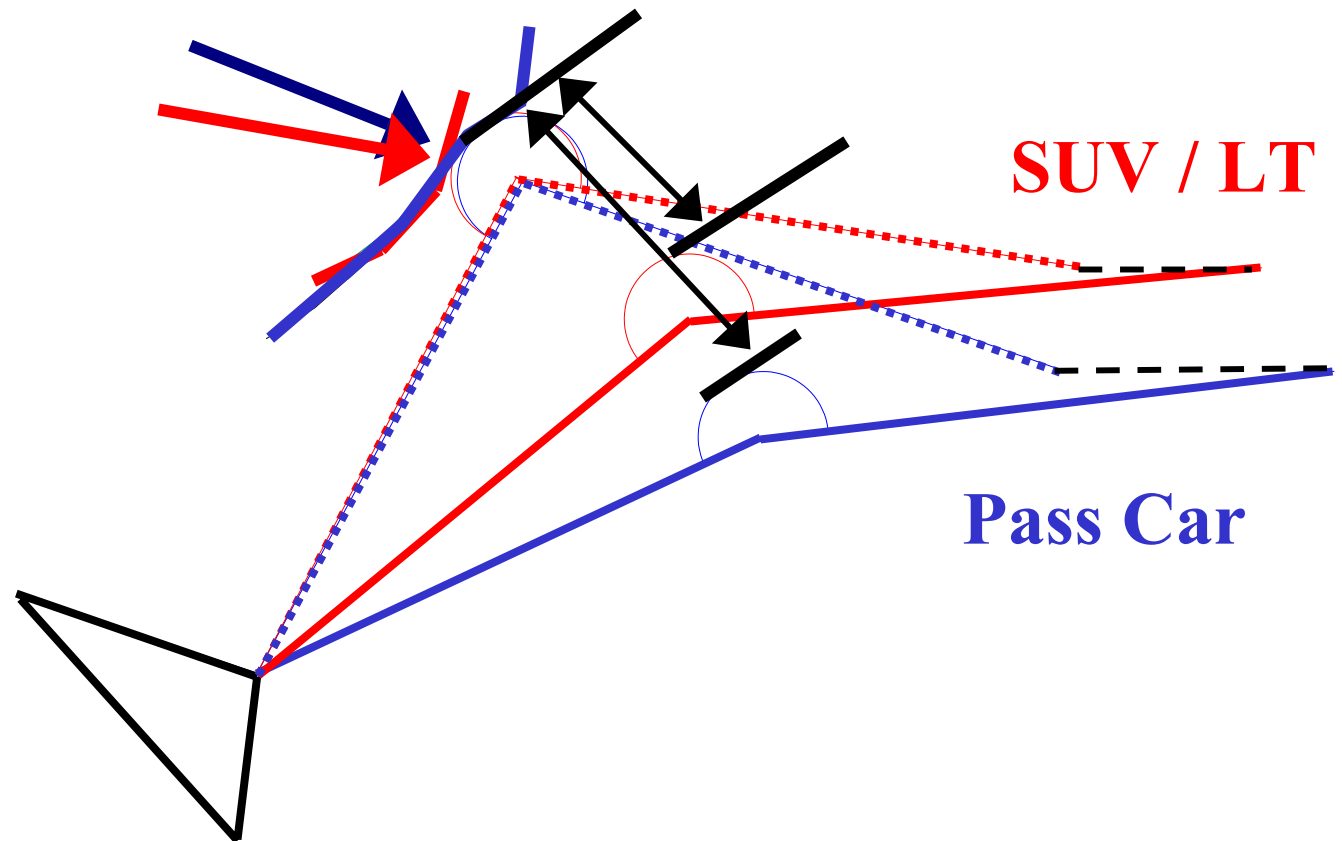
CIREN - Tib/Fib



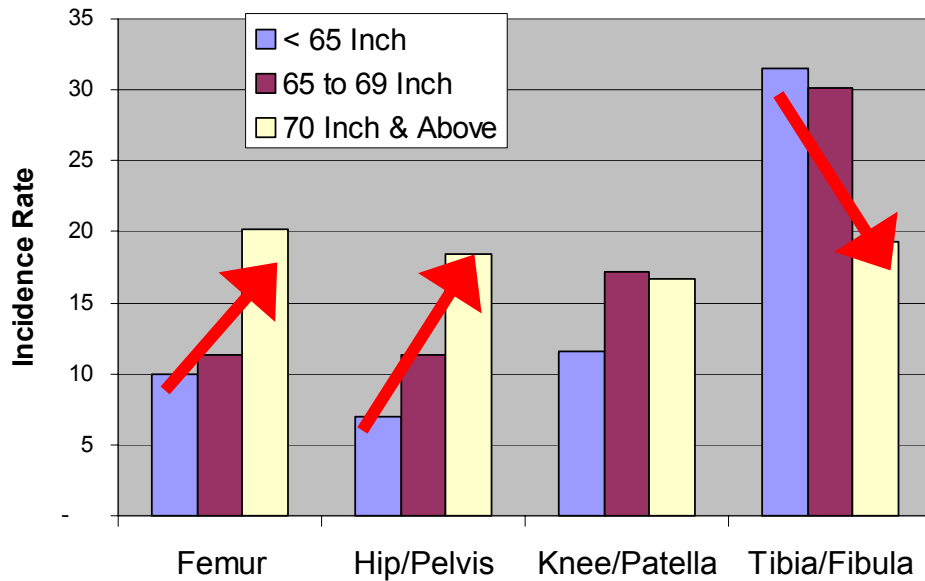
Possible reasons for increased Tib/Fib injury risk in Passenger Cars

-Knee flexion angle, bolster resistive force

-Increased distance from bolster (also increased knee/patella risk)



NASS - Pass Cars



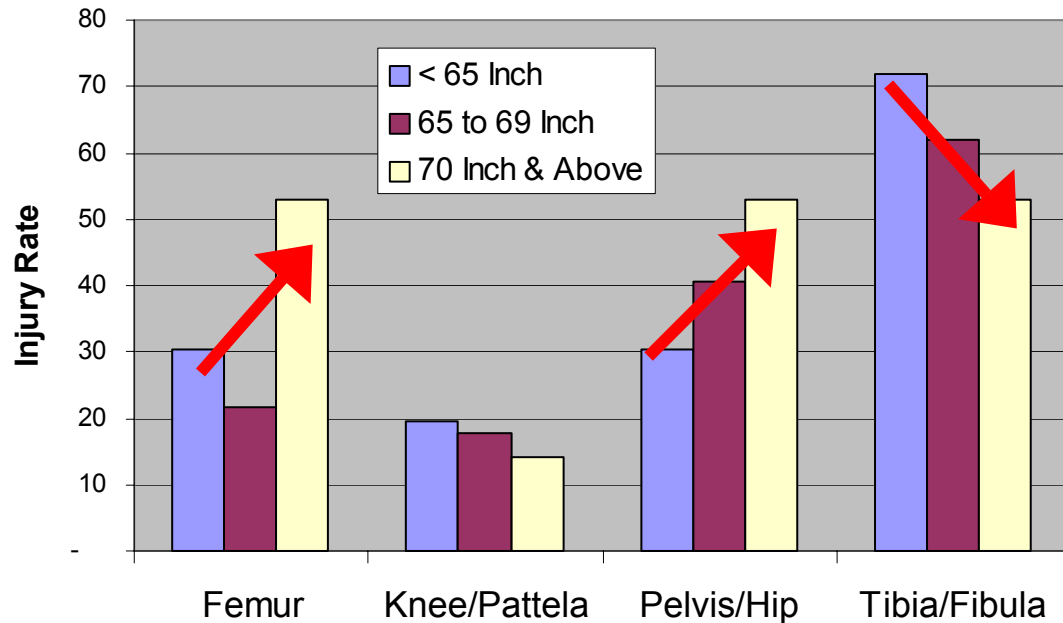
Femur and Pelvis/Hip
risk increases for
taller occupants

(Pass Cars)

Tibia/Fib risk
decreases for
taller occupants

(Pass Cars)

CIREN - Pass Cars



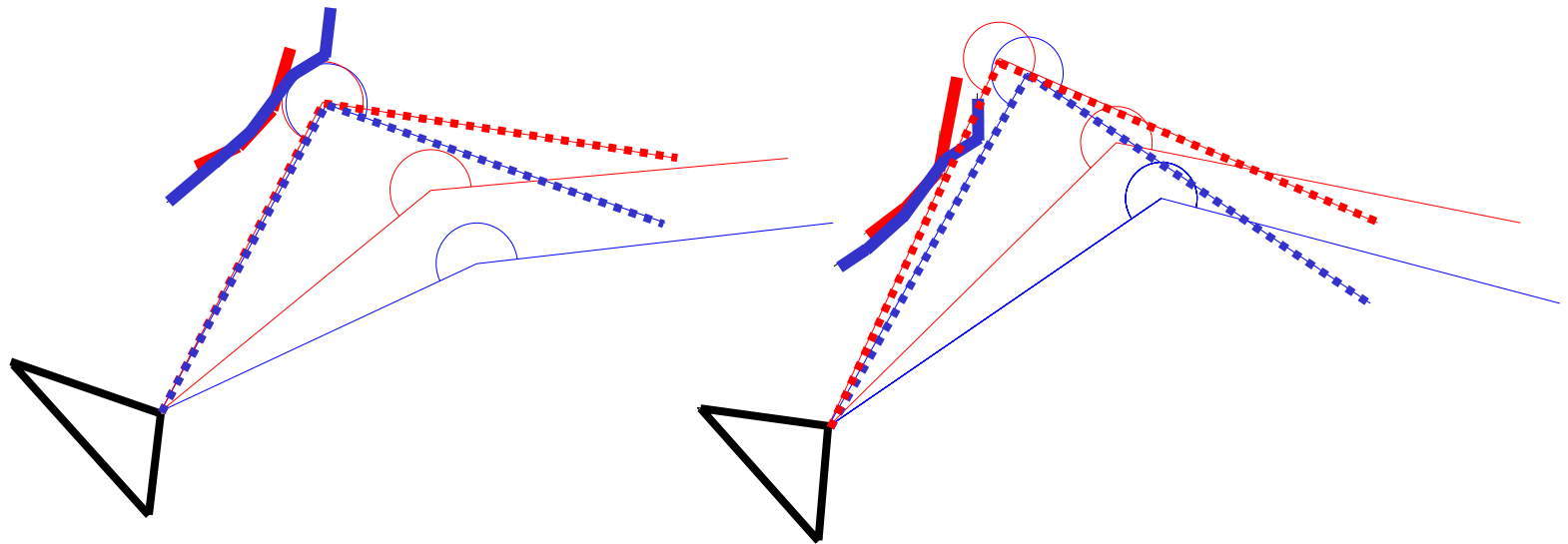
Possible reason for decreased Tib/Fib injury risk for taller occupants

Bolster contact below knee

Tibia fractures due to compression more than bending

5th Female

95th Male



Summary

- **Preliminary analysis of lower extremity kinematics**
 - **Occupant Height**
 - Initial distance to bolster
 - Anatomic location of bolster contact
 - **Vehicle Type**
 - Initial distance to bolster
 - Femur angle
 - Knee flexion angle
- **May explain some differences in injury patterns**

CONCLUSIONS

- The interactions between Driver Height and Vehicle Type play a significant role in the incidence of NALEF injuries
- Eighty-two percent of NALEF injuries are attributable to the Knee Bolster and adjacent areas (Left Instrument Panel, Toe Pan, Foot Control Including Parking Brake)
- Data from CIREN are consistent with data from NASS in most of the analyses presented

RECOMMENDATIONS

- Analyses of the bio-mechanics of car crashes may be of great value in pre-hospital screening for NALEF injuries
- These observations should be considered by health care providers at the crash scene to better manage injured drivers during extrication
- Educational efforts based on these findings may be an effective tool for injury prevention
- The relationship of NALEF injuries and vehicle design require further investigation