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Injury Mechanism is Related to Short-Term Treatment Failure After Primary Isolated PCL Reconstruction: A Study From the Swedish and Norwegian Knee Ligament Registries

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Background

- Posterior cruciate ligament (PCL) reconstruction has relatively high rates of surgical and subjective failure
- Limited research on factors associated with inferior outcomes after isolated PCL-R
- Improved understanding of factors associate with failure needed to improve patient management





Aims



- To determine the association between patient and injury-related factors and total failure after PCL-R
- To assess both surgical failure and clinical failure at 2-year follow-up
- Data from the Swedish and Norwegian Knee Ligament Registries

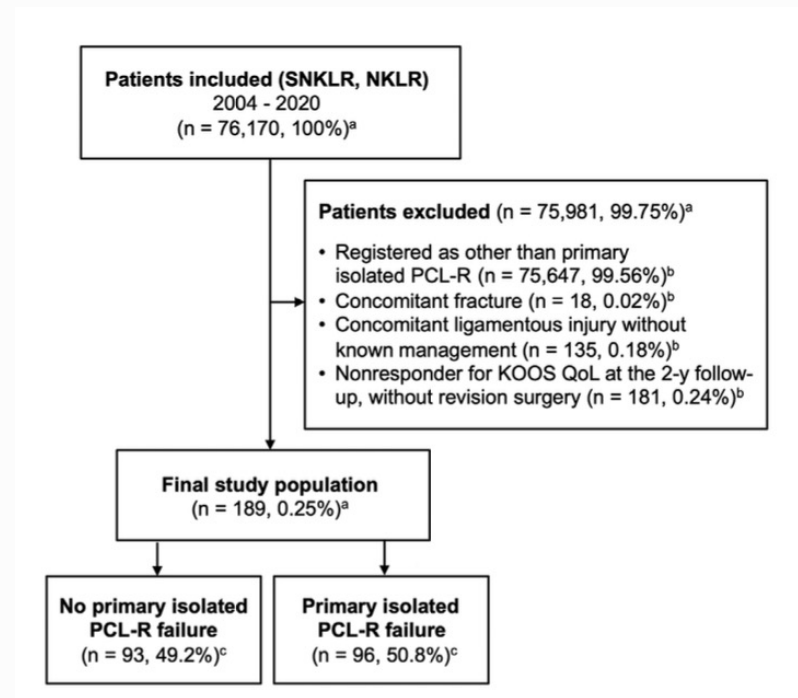
Methods

- Cohort study of patients with primary isolated PCL-R (2004/2005-2020)
- **Primary outcome:** total failure at 2-year follow-up
 - Surgical failure: revision PCL-R within 2 years
 - Clinical failure: KOOS Quality of Life (QoL) < 44
- Risk factors assessed using univariable and multivariable logistic regression



Methods – Inclusion & exclusion

- Patients with **primary isolated PCL-R performed at the index surgery**
- Exclusion criteria: fractures, tendon injuries, vascular or nerve complications, prior surgery to the knee
- Patients with missing preoperative PROs excluded



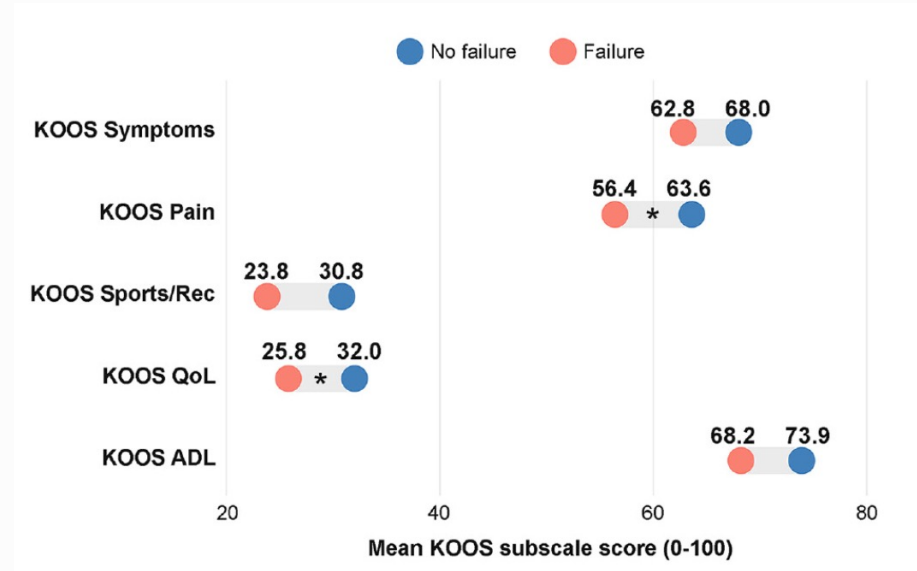
Methods

- Approval has been granted by the Swedish and Norwegian ethical review authorities
- Descriptive statistics (mean, standard deviation, etc.)
- Multivariable logistic regression models to assess association between variables and outcomes
- R-studio and packages for figures
- $\alpha = 0.05$
- Analysis and interpretation with the help of consultant statistician

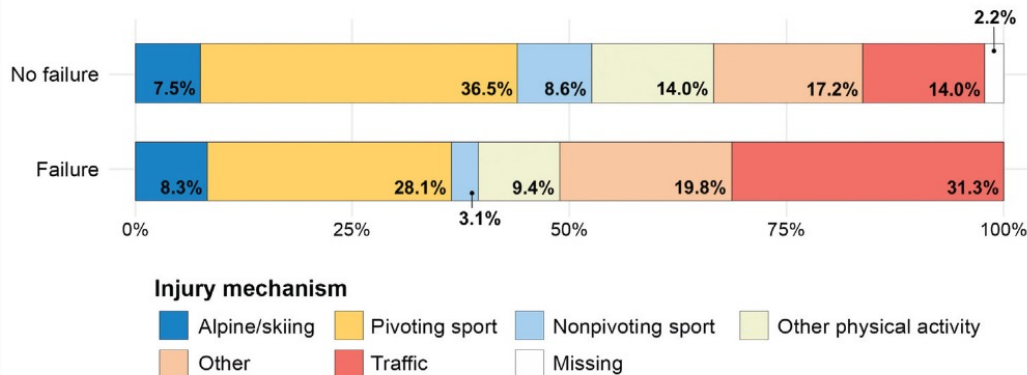


Results

- 189 patients
- 5.8% surgical failure rate
- **45.0% clinical failure rate**
- Traffic-related injury associated with >6-fold increased failure risk (odds ratio: 6.11; 95% confidence interval: 2.01-18.55; $p = 0.0014$)
- Baseline KOOS QoL associated with failure risk



Results



- AUC = 0.70 (95% CI, 0.60-0.80) for the final multivariable model
- At best acceptable ability of the model to estimate PCL-R failure risk based on the variables considered.

TABLE 4
Results of Multivariable Logistic Regression Model
for Traffic-Related Injury and Baseline KOOS QoL^a

Risk Factor	OR (95% CI)	P
Traffic	6.11 (2.01-18.55)	.0014
KOOS QoL	0.74 (0.57-0.97)	.027

^aAUC for multivariable model = 0.70 (95% CI, 0.60-0.80). KOOS, Knee injury and Osteoarthritis Outcome Score; QoL, Quality of Life.

Discussion

Key findings

- Concerning **45% short-term clinical failure** rate for isolated PCL-R
- **Traffic-related** PCL injuries may have an over **6-fold increased risk** of suboptimal short-term knee-related quality of life after isolated PCL-R.
- No modifiable demographic or injury-related risk factors associated with short-term PCL-R failure were identified

Discussion – Limitations



- Relatively large (but still limited) sample size from two national registries
- Strict inclusion/exclusion criteria reduce heterogeneity
- Loss to follow-up is prominent at 2 years (49%)
- No information about the treatment of concomitant ligament injuries other than ACL
- No imaging data - information about anatomic parameters, characteristics of other injuries

Conclusion

- Patients with isolated PCL-R have high rate (45%) of short-term clinical failure
- Traffic-related injury mechanism is associated with >6-fold increased odds of failure
- No modifiable risk factors identified
- Clinical implication: Counsel patients with traffic-related PCL injuries according to realistic short-term expectations



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