

Acute knee injuries : diagnostic & treatment management proposals

Citation for published version (APA):

Casteleyn, P.-PHEG. (1999). *Acute knee injuries : diagnostic & treatment management proposals*. [Doctoral Thesis, Maastricht University]. Universiteit Maastricht. <https://doi.org/10.26481/dis.19991028pc>

Document status and date:

Published: 01/01/1999

DOI:

[10.26481/dis.19991028pc](https://doi.org/10.26481/dis.19991028pc)

Document Version:

Publisher's PDF, also known as Version of record

Please check the document version of this publication:

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ACCESSORY THESES

- I. An acute hemarthrosis following a knee injury is almost always a sign of serious intraarticular lesions, as well in an athletic as in a general patient population.
- II. Chondral lesions of the knee can be thoroughly evaluated by M.R.I., using special sequences, with a sensitivity, specificity, an accuracy rate comparable with arthroscopy.
- III. Nonoperative treatment of anterior to cruciate ligament lesions in a general low activity population yields satisfactory long term results, and few secondary complications necessitating surgical treatment.
- IV. The meta-analysis of the long term results of surgical treatment of anterior cruciate ligament lesions demonstrates far from optimal results, with residual knee laxity, loss of motion, and secondary osteoarthritis encountered in about 1/4 to 1/3 of the patients.
- V. Kapandji pinning of wrist fractures, using biodegradable pins, leads to sinus formation and bone resorption.
- VI. Articular distraction is mandatory for the arthroscopic treatment of many intraarticular ankle pathologies. The distraction can be obtained using an orthopaedic traction table, and one calcaneal pin.
- VII. Arthroscopic treatments of knee pathology can be performed under deep sedation with propofol.
- VIII. Dome osteotomy of the tibia for osteoarthritis of the knee yields satisfactory short and long term results, especially in younger individuals without pronounced bone destruction.
- IX. The arthroscopically assisted treatment of tibial plateau fractures allows a complete diagnosis of the associated lesions, offers an early functional recovery with a low peri-operative morbidity and complication rate; long term functional results are at least comparable with those of open treatments, but with a lower secondary osteoarthritis rate.
- X. Generalised speed limits on motorways are mainly used in a demagogic way by political authorities. Their effects on the incidence of traffic accidents is scientifically unproven. They could be counterproductive for road traffic safety as they abolish in the motorist's behavior the mandatory correlation of the vehicle's speed with road, traffic and weather conditions.