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Original article

The mechanism of "killer turn" causing residual laxity after transtibial posterior cruciate ligament reconstruction

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Abstract

Background: The residual laxity after transtibial posterior cruciate ligament (PCL) reconstruction has been reported by several authors. The sharp angle where the graft exits the tibial tunnel, which is known as "killer turn", is believed to be the main reason. The purpose of this study was to reveal the mechanism of "killer turn" and its effect on both graft and tunnel inlet.

Methods: A total of 60 New Zealand white rabbits were included. All transtibial PCL reconstructions were performed *in vitro* using Achilles tendon autograft. The cyclic loading tests were conducted when reconstructed knees were subjected to 1500 cycles of tensile force of 50 N with the angle of pull at 45° to the tibial plateau. The tunnel inlet enlargement, graft elongation, stiffness, graft displacement, load to failure, and failure site were all recorded and analysed.

Results: Fifty-eight New Zealand white rabbits were available for biomechanical evaluation. The subjects had significant graft elongation and tunnel enlargement. The graft displacement increased by a mean of 0.92 ± 0.36 mm (16.70%). At the 1500th cycle, the grafts were significantly elongated by 5.59 ± 4.98%, and the tunnel inlet diameter was also significantly enlarged by 12.08 ± 4.31%. There was a linear correlation between total graft displacement and the two variables ($R2 = 0.402$, $F = 18.515$, $p < 0.001$). The coefficient for tunnel inlet enlargement was 0.419 ($p = 0.006$), and for graft elongation was 0.583 ($p = 0.002$). At the load-to-failure test, the failure load was 81.19 ± 20.13 N. Of the 58 grafts, 31 (53.45%) failed at the "killer turn", 13 (22.41%) for the para-tunnel fracture, seven (12.07%) for the graft pull-out, and the remaining seven (12.07%) for the rupture at the mounting site.

Conclusion: The mechanism of "killer turn" compromising posterior stability was that the repetitive friction between graft and tunnel inlet not only attenuated the graft, but also enlarged the tunnel inlet, leading to the displacement of the graft.

Keywords: biomechanical; osteoporosis; posterior cruciate ligament

Introduction

Transtibial is a popular technique of posterior cruciate ligament (PCL) reconstruction. Unfortunately, the clinical outcome was not always affirmed, because several authors reported the residual laxity after surgery. The residual laxity was a multifactorial issue, the graft type, tunnel placement, femoral impingement, and the "killer turn" were all considered relevant.[1–4] The "killer turn" where the graft makes an acute bend around the proximal posterior tibia frequently causes wearing of the graft and is thought to be one of the main risk factors of residual laxity.[4–12]

In the literature, it is the elongation and thinning of the graft that has been most frequently discussed.[3,4,7, 9,13–22] However, as "forces always come in pairs", it is reasonable to assume that the repetitive abrasion between graft and bone not only compromises the graft tissue, but also enlarges the tunnel inlet. To our knowledge, there was little evidence focusing on the

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tunnel inlet enlargement of transtibial PCL reconstruction, especially the effect of tunnel inlet enlargement on the graft displacement.

The purpose of this study was to: (1) prove the elongation of the graft after cyclic loading test; (2) detect if there was tunnel inlet enlargement; and (3) determine the correlation between graft elongation and total graft displacement and between tunnel enlargement and total graft displacement. We hypothesized that the total graft displacement was contributed to by both graft elongation and tunnel inlet enlargement.

Methods

A total of 60 skeletally mature, female New Zealand white rabbits were included in the study. The mean body weight was 3.5 ± 1.1 kg, with a mean body length of 31.5 ± 5.4 cm. The mean age was 16.4 ± 0.2 months. All rabbits were allowed free access to water and standard commercial rabbit feed during the acclimatization period of 1 week. All rabbits were then sacrificed for *in vitro* transtibial reconstruction. The leg side was determined randomly by a self-designed software.

On the tibia specimens, the native PCL footprint was identified before the PCL fibres were removed, leaving the remnants of the fibrous attachments intact.[9] The Achilles tendon autograft was harvested. A tunnel was drilled with 3.0 mm K-wire from the anteromedial cortex of the tibia to the centre of the native footprint at an angle of 60 degrees. The Achilles tendon autograft was then fashioned to a diameter of approximately 3.0 mm, with the calcaneus carefully removed. Braded with 4-0 Ethibond (Ethicon Inc., Somerville, NJ, USA), the graft was pulled through the tunnel and fixed with a self-made interference screw on the anteromedial cortex of tibia.

According to the testing protocol of experiments in the literature,[8,10,11,14,23] after the tibial side of the graft was fixed first, the other end of the graft was mounted onto an MTS model-858 Mini Bionix servohydraulic materials testing machine (MTS Systems, Minneapolis, MN, USA) for a cyclic loading test, and subjected to 1500 cycles of loading at 1 Hz. Our device employed an MTS Model 858.11 load unit that is fatigue rated at 10 kN, with a resolution of 0.001 N. This freestanding load unit can be operated at frequencies up to 30 Hz. The device can detect a displacement range of $\pm$ 50 mm, with a resolution of 0.01 mm. The instrumental error was $< 0.5\%$. The loading force was 50 N. Both tibias and calcaneus were secured with polymethyl methacrylate bone cement and then mounted on the device. The graft was secured at an angle of 45 degrees to the tibial plateau on the sagittal plane. After the cyclic loading test, the graft was loaded to failure. The ultimate failure load was then recorded. The graft displacement was recorded as the displacement of the cross-head of the device and can be read on the displacement-cycle curve. The elongation of the grafts (the length change of the mid-third segment of the graft), the total displacement of the grafts (the difference of graft displacement between the 20^{th} cycle and the 1500^{th} cycle at a loading of 50 N), the graft stiffness, and the tunnel inlet enlargement of the transtibial group were recorded and analysed. The tunnel inlet measurement was performed on the three-dimensional (3D) micro-CT reconstruction images (SKYSCAN 1172, Bruker microCT, Ghent, Belgium). The slice thickness was set as 1 μm. The diameter of the tunnel inlet was measured on the 3D-reconstruction model. The tunnel enlargement was expressed as the equation of difference of pre- and post-testing diameter divided by pre-testing diameter. In a qualification of this method, it showed an inter-group correlation coefficient of 0.935, and an intra-group coefficient of 0.973.

Statistical analysis

All data were expressed as average $\pm$ standard deviation. The variables included graft elongation, graft displacement, load to failure, stiffness, and the tunnel enlargement of the transtibial group. Confirmed by the Kolmogorov-Smirnov test, all variables were of normal distribution. The paired t test was utilised to analyse the tunnel enlargement of the transtibial group. Student t test was applied for the assessment of graft displacement, graft elongation, and stiffness. The Pearson correlation test and linear regression analysis were conducted between graft elongation and tunnel enlargement and graft total displacement. The level of significance was $p < 0.05$.

Results

There were a total of 60 transtibial PCL reconstructions performed. Among them, 1 subject failed at the 1200^{th} cycle and 1 failed at the 300^{th} cycle for the rupture at the "killer turn". At last, 58 subjects survived the cyclic loading test. The subjects had significant graft elongation and tunnel enlargement. The graft displacement at the 1500^{th} cycle was 16.70% greater than at the 20^{th} cycle, resulting in the mean total graft displacement of 0.92 ± 0.36 mm. At the 1500^{th} cycle, the grafts were significantly elongated by $5.59 \pm 4.98\%$, while the tunnel inlet diameter was also significantly enlarged by $12.08 \pm 4.31\%$. The biomechanical properties of transtibial PCL reconstruction grafts are illustrated in Table 1.

The Pearson correlation test revealed a significant correlation between both graft elongation ($p = 0.001$) (Figure 1) and tunnel inlet enlargement ($p = 0.004$) (Figure 2) and total graft displacement. A further linear regression was conducted, demonstrating the linear correlation between total graft displacement and the two variables ($R^2 = 0.402$, $F = 18.515$, $p < 0.001$). The coefficient for tunnel inlet enlargement was 0.419 ($p = 0.006$), and for graft elongation was 0.583 ($p = 0.002$).

At the load-to-failure test, the failure load was 81.19 ± 20.13 N. Of the 58 grafts, 31 (53.45%) failed at the "killer turn", 13 (22.41%) for the para-tunnel fracture, seven (12.07%) for the graft pull-out, and the remaining seven (12.07%) for the rupture at the mounting site. The failure load was 81.31 ± 19.57 N for "killer turn", 82.66 ± 23.17 N for "para-tunnel fracture", 70.37 ± 17.12 N for "graft pull-out" and 88.39 ± 19.70 N for "rupture at the mounting site". No significant difference was detected among the four subgroups.