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Ortho-SUV in trauma and electives: An initial report of the first ten patients

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Background: Software-based frames represent a pivotal point in the treatment of various conditions. We report the applications of Ortho-SUV in trauma and elective cases.

Methods: Ten patients (eight males/two females), were operated between June 2019 and February 2020, by a single surgeon. three patients had neglected fractures (distal tibia, shaft tibia and distal femur), three patients had fresh tibial fractures (two proximal and one shaft), two had genu varum, one had equinus ankle and another had docking site angulation after bone transport.

Results: The median age at operation was 36years old (9-57). The median time of correction was 19 days (6-65) and the median number of prescriptions was 2 (1-3). Deformities were: One fixed 30° ankle equinus, one fracture proximal tibia with posteromedial translation, one fracture shaft tibia with 12° procurvatum and lateral translation, one non-united distal tibia with 21° valgus recurvatum, one fracture proximal tibia fracture with 7° valgus recurvatum and lateral translation, one secondary displaced tibial shaft with 6 varus and posteromedial translation, one docking site 14° varus procurvatum, two genu varum with varus procurvatum (24° and 58°) and internal torsion of (5° and 20° respectively) and the last one was distal femoral 25° varus recurvatum and medial translation.

Full correction was achieved in eight, two had minimal residual deformity that didn't affect the outcome. In Seven patients, the use of SUV was planned preoperatively. In three patients, a situation evolved and SUV was used on the applied frame, one patient whom docking site looked malaligned and two patients with shaft tibial fracture.

Conclusion: The flexibility and versatility of SUV struts present this device as a backup plan for in-treatment malalignment. Additionally, it is an easy to use and a powerful tool to correct massive deformities.

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Biography

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