



THE INCIDENCE OF HOSPITALIZATIONS FOR CRANIOENCEPHALIC TRAUMATISM DUE TO TRAFFIC ACCIDENTS IN A HOSPITAL IN THE CITY OF MANAUS, BRAZIL

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ABSTRACT The objective of this research is to identify the epidemiological incidence of admissions of traumatic brain injury due to traffic accidents at the Hospital in Manaus, Brazil, based on the fact of sex and age. The methodology used was descriptive-exploratory, with a quantitative approach. 39 cases of patients diagnosed with Cranioencephalic trauma from traffic accidents were part of this study. The results show that in the city of Manaus, Brazil, men (85%) and in the first half of life, aged 20 to 39 years (53%) are the most affected patients. Through this study it was possible to know the incidence of victims of Cranioencephalic trauma, corresponding to traffic accidents. Thus, preventive measures can be planned for the occurrence of this serious trauma and also generate improvement in patient care.

KEYWORDS : cranioencephalic trauma, traffic accidents, health, urgency, emergency

INTRODUCTION

Death and disability resulting from accidents are a neglected epidemic in modern society and the leading cause of death in the first half of life.

According to Khan et al (2007), traffic accident injury characteristics in developing countries differ from developed countries. Baker (1974), declare that, pedestrians are most vulnerable to injury and death due to a number of factors, including drivers' reckless behavior and high-speed driving.

According to Mohan (2002), for every million people who die every year, thousands more are temporarily or permanently disabled.

Elander et al (1993) declare that, consequences resulting from traffic accidents have a negative impact on the individual's life and can lead to a decrease in functional capacity and work capacity.

In Brazil, external causes represent the third leading cause of death and 12.5% of total deaths from all causes.

According to Moscote-Salazar et al (2016), cranioencephalic trauma is a trauma involving the skull and its consequences range from disability and disability to impairment in work and social activities.

METHODOLOGY

It is a descriptive-exploratory research of a quantitative character.

The research site is in the Politrauma sector of Hospital Dr. João Lúcio Pereira Machado, Manaus, Brazil.

The present study was carried out by filling out a questionnaire with 10 questions, based on the evaluation of the medical records of patients hospitalized with the age group from 18 years of age.

RESULTS

According to Figure 1, the majority of patients are men (85%), obtained brain trauma diagnosis from a traffic accident in the first half of life, young adults aged 20 to 39 to (53%), (Figure 2).

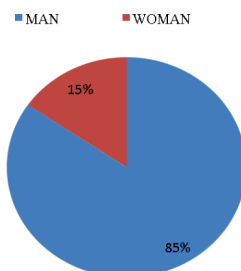


Figure 1: Distribution of victims of traumatic brain injury in terms of sex.

Sources: Manaus, Brasil (2018)

This result is due to the fact that the number of male drivers is greater. According to Gray (2008), they have more access to automobiles and perform more tasks, with activities outside their homes and, consequently, are more exposed to risky conditions.

■ 0 à 19 ■ 20 à 39 ■ 40 à 59 ■ 60 +

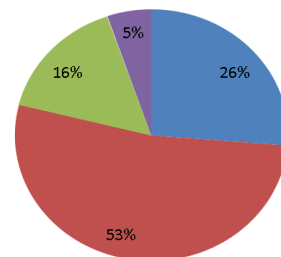


Figure 2: Distribution of victims of traumatic brain injury according to age.

Sources: Manaus, Brasil (2018)

CONCLUSIONS

Inexperience, search for emotions and feelings of risk and impulsiveness are terms associated with behavior that can contribute to the higher incidence of traffic accidents in this age group.

In recent years, there has been an increase in accidents involving motorcycles. The urbanization process has provided an exponential growth in the number of motorcycles used as a means of transport.

It is concluded, then, that governmental authorities and those responsible for Public Health should develop more stringent preventive measures to reduce this injury so incident that it is responsible for alarming rates of morbidity, mortality and disability that directly overburden public spending.

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