

INTISARI

Latar belakang: Kecelakaan lalu lintas adalah suatu peristiwa di jalan yang tidak diduga dan tidak disengaja menimbulkan korban manusia dan/atau harta benda. Pada korban manusia, kecelakaan lalu lintas dapat menyebabkan luka ringan, luka sedang, dan luka berat yang dapat mengakibatkan kematian. Pada kasus kematian, lokasi dan jenis luka memiliki pola tertentu yang dapat dilihat dari prevalensinya sehingga dapat digunakan untuk menentukan peran korban sebagai pengemudi atau penumpang, mekanisme kecelakaan tunggal atau non-tunggal, dan memakai atau tidak memakai helm saat kecelakaan terjadi.

Tujuan: Tujuan penelitian ini adalah mengetahui prevalensi lokasi dan jenis luka korban meninggal pada kecelakaan sepeda motor di RSUP dr. Sardjito periode tahun 2017-2021 untuk menentukan peran korban, mekanisme kecelakaan, dan pemakaian helm saat kecelakaan terjadi.

Metode: Metode penelitian ini adalah retrospektif deskriptif observasional dengan studi desain *cross sectional* menggunakan data primer berupa *Visum et Repertum* kasus kematian kecelakaan sepeda motor di RSUP dr. Sardjito periode tahun 2017-2021 dan datanya tercatat di Instalasi Forensik RSUP dr. Sardjito Yogyakarta.

Hasil: Didapatkan 83 sampel pada penelitian ini. Kasus kematian kecelakaan sepeda motor lebih banyak dialami laki-laki sebanyak 69 kasus (83,13%). Berdasarkan usia, paling banyak dialami oleh kategori usia remaja akhir (17-25 tahun) sebanyak 36 kasus (43,37%). Secara keseluruhan, lokasi luka total terbanyak terdapat di dahi (5,98%), dada (5,84%), tungkai bawah kanan (5,77%), dan tungkai bawah kiri (5,55%). Sedangkan, jenis luka total terbanyak adalah luka lecet geser (55,66%). Berdasarkan peran korban, perbedaan pola luka dapat dilihat dari lokasinya, pada pengemudi terbanyak di dahi (6,48%) dan dada (6,06%), pada penumpang terbanyak di tungkai bawah kanan (6,87%) dan kiri (6,44%). Berdasarkan mekanisme kecelakaan, perbedaan pola luka dapat dilihat dari lokasinya, pada kecelakaan tunggal terbanyak di dahi (7,32%) dan dagu (6,3%), pada non-tunggal terbanyak di dada (6,13%), tungkai bawah kiri (6,02%), dan kanan (5,91%). Berdasarkan pemakaian helm, perbedaan pola luka di kepala dapat dilihat dari jenisnya, pada korban yang memakai helm terbanyak adalah luka lecet geser (47,25%), pada yang tidak memakai helm terbanyak adalah luka robek (44,44%).

Kesimpulan: Kasus kematian kecelakaan sepeda motor paling banyak dialami oleh laki-laki dengan kategori usia remaja akhir (17-25 tahun). Lokasi luka paling banyak terdapat di dahi, dada, tungkai bawah kanan, dan kiri. Jenis luka paling banyak adalah luka lecet geser. Perbedaan pola luka berdasarkan peran korban dapat dilihat dari lokasinya, berdasarkan mekanisme kecelakaan dapat dilihat dari lokasinya, dan berdasarkan pemakaian helm dapat dilihat dari jenisnya.

Kata kunci: kasus kematian, kecelakaan sepeda motor, lokasi luka, jenis luka, peran korban, mekanisme kecelakaan, pemakaian helm

ABSTRACT

Background: A traffic accident is an event on the road that is unexpected and unintentional, causing human and/or property casualties. In human victims, traffic accidents can cause minor injuries, moderate injuries, and serious injuries that can result in death. In cases of death, the location and type of injury has a certain pattern that can be seen from its prevalence so that it can be used to determine the victim's role as driver or passenger, single or non-single accident mechanism, and wearing or not wearing a helmet when the accident occurred.

Objective: The aim of this study is to determine the prevalence of locations and types of injuries of victims who died in motorbike accidents at RSUP dr. Sardjito for the 2017-2021 period to determine the role of the victim, the mechanism of the accident, and the use of a helmet when the accident occurred.

Method: This research method is a retrospective descriptive observational study with a cross sectional design using secondary data in the form of *Visum et Repertum* cases of motorbike accident deaths at RSUP dr. Sardjito for the 2017-2021 period and the data was recorded at the Forensic Installation of RSUP dr. Sardjito Yogyakarta.

Result: There were 83 samples obtained in this study. More cases of motorbike accident deaths were experienced by men as many as 69 cases (83.13%). Based on age, the most common cases experienced by late adolescents (17-25 years) were 36 cases (43.37%). Overall, the highest total injury locations were on the forehead (5.98%), chest (5.84%), right lower leg (5.77%), and left lower leg (5.55%). Meanwhile, the most common type of injury in total was sliding abrasions (55.66%). Based on the role of the victim, differences in injury patterns can be seen from their location, for drivers most were on the forehead (6.48%) and chest (6.06%), for passengers most were on the right lower leg (6.87%) and left (6, 44%). Based on the accident mechanism, differences in injury patterns can be seen from their location, in single accidents most were on the forehead (7.32%) and chin (6.3%), in non-single accidents most were on the chest (6.13%), left lower leg (6.02%), and right (5.91%). Based on helmet use, differences in the pattern of injuries to the head can be seen from the type, in victims who wore helmets the majority were sliding abrasions (47.25%), in those who did not wear helmets the majority were lacerations (44.44%).

Conclusion: Most cases of motorbike accident deaths are experienced by men in the late teenage age category (17-25 years). The most common wound locations are on the forehead, chest, right and left lower legs. The most common type of wound is a sliding abrasion. Differences in injury patterns based on the role of the victim can be seen from the location, based on the accident mechanism can be seen from the location, and based on helmet use can be seen from the type.

Key words: death cases, motorbike accidents, location of injury, type of injury, role of victim, accident mechanism, helmet use