

INTISARI

Latar Belakang : Kasus kematian akibat kecelakaan lalu lintas merupakan salah satu penyebab kematian tertinggi di Indonesia. Penyebab kematian akibat kecelakaan lalu lintas ini masih terjadi setiap tahunnya dan terus bertambah, yang bisa disebabkan karena kelalaian manusia. Kelalaian manusia seperti tidak menggunakan Helm pada pengendara motor. Menurut data Kecelakaan Lalu Lintas Korps Lalu Lintas Kepolisian Negara Republik Indonesia bagi pengendara motor yang menggunakan helm akan mengurangi cedera serius saat kecelakaan sebanyak 45 persen. Selain itu helm berfungsi melindungi kepala bila terjadi kecelakaan lalu lintas, melindungi kepala dari debu dan kotoran, serta mengurangi fatalitas bila terjadi kecelakaan lalu. Tingginya prevalensi kematian dikarenakan kenaikan jumlah kendaraan yg terus melonjak setiap tahunnya dan tidak diiringi dengan perluasan jalan yang memadai. Kecelakaan lalu lintas menyebabkan adanya kerugian material bahkan sampai kematian

Tujuan: Mengetahui pola gambaran serta prevalensi kasus kematian pada korban kecelakaan lalu lintas sehingga bisa memberikan saran untuk mengurangi resiko kematian dalam kecelakaan lalu lintas di Yogyakarta.

Metode: Deskriptif Observasional dengan desain *Cross-sectional* melalui rekam medis RSUP Dr. Sardjito tahun 2017-2019 yang dilakukan sejak Februari sampai Maret 2021 di Instalasi Kedokteran Forensik dan Medikolegal.

Hasil: Pada 77 sampel pada penelitian ini, jumlah korban kematian akibat kecelakaan lalu lintas berdasarkan jenis kelamin laki-laki sebanyak 59 kasus (76,62%), dan perempuan sebanyak 18 kasus (23,38%). Proporsi kematian paling banyak pada rentang usia 17-25 tahun sebanyak 32 kasus (41,55%). Jenis pekerjaan terbanyak pada kategori swasta sebanyak 43 kasus (55,84%). Sepeda motor merupakan jenis kendaraan terbanyak pada korban kasus kematian akibat kecelakaan lalu lintas sebanyak 65 kasus (84,41%) dan dengan kasus terbanyak pada kategori tidak memakai alat keselamatan diri 39 kasus (50,64%). Mekanisme kecelakaan terbanyak pada kategori Berhadapan yaitu sebanyak 42 kasus (54,54%). Peran korban terbanyak yaitu pada kategori pengendara sebanyak 61 kasus (79,23%). Luka lecet merupakan jenis luka terbanyak penyebab kematian yaitu sebanyak 429 pada 77 subjek karena pada tiap subjek mendapatkan luka lecet lebih dari 1 lokasi (11 lokasi) dengan lokasi terbanyak yaitu kepala dan wajah sebanyak 69 kasus (16,9%)

Kesimpulan: Korban meninggal pada kecelakaan lalu lintas kebanyakan mengalami luka di bagian Kepala dan Wajah dengan luka terbanyak, yaitu luka lecet. Umumnya korban yang meninggal memiliki luka lebih dari satu (*multiple injury*) baik dari jenis luka maupun lokasi luka. Dan korban meninggal pada kecelakaan sepeda motor lebih banyak dibandingkan mobil dan pejalan kaki yang masuk ke instalasi Forensik RSUP Dr. Sardjito pada tahun 2017-2019

Kata Kunci: *Kecelakaan Lalu Lintas, Pola Luka, Lokasi Luka, kematian*

ABSTRACT

Background :Death cases due to traffic accidents are one of the highest causes of death in Indonesia. The cause of death due to traffic accidents still occurs every year and continues to increase, which can be caused by human negligence. Human negligence, such as not using helmets on motorbike riders. According to the Traffic Accident data of the Indonesian National Police's Traffic Corps, motorcyclists who wear helmets will reduce serious injuries during accidents by as much as 45 percent. Besides, the helmet serves to protect the head in case of a traffic accident, protects the head from dust and dirt, and reduces fatalities in the event of a traffic accident. The high prevalence of mortality is due to the increase in the number of vehicles which continues to increase every year and is not accompanied by adequate road expansion. Traffic accidents cause material loss and even death.

Objective :Knowing the pattern of description and prevalence of death cases in traffic accident victims so that it can provide suggestions to reduce the risk of death in traffic accidents in Yogyakarta.

Method :Observational descriptive with a cross-sectional design through the medical records of Dr. Sardjito in 2017-2019 which was conducted from February to March 2021 at the Forensic and Medicolegal Medical Installation.

Results :In 77 samples in this study, the number of deaths due to traffic accidents based on male gender was 59 cases (76.62%), and women were 18 cases (23.38%). The highest proportion of deaths was in the age range 17-25 years as many as 32 cases (41.55%). Most types of work were in the private category as many as 43 cases (55.84%). Motorbikes are the largest type of vehicle among victims of traffic accidents as many as 65 cases (84.41%) and with the most cases in the category of not wearing personal safety equipment 39 cases (50.64%). Most of the accident mechanisms were in the Dealing category with 42 cases (54.54%). The role of the highest number of victims was in the driver category as many as 61 cases (79.23%). Blisters are the most common cause of death, as many as 429 in 77 subjects because each subject got abrasions in more than 1 location (11 locations) with the most locations being the head and face as many as 69 cases (16.9%)

Conclusion :Most of the victims who died in traffic accidents suffered injuries to the head and face with the most injuries, namely abrasions. Generally, victims who die have multiple injuries, both from the type of wound and the location of the wound. And the number of victims who died in motorcycle accidents was more than cars and pedestrians who entered the Forensic installation of Dr.Sardjito Hospital in 2017-2019.

Keywords :*Traffic Accidents, Type of Injury, Location of Injury, death*