

TABLE E-1 Reason for Retrieval of the 89 Polyethylene Tibial Total Knee Inserts and 81 Unicondylar Tibial Components Examined in the Study

<i>Total Knee Inserts</i>	
Tibial polyethylene wear and osteolysis (stable components)	30
Death	25
Osteolysis (limited polyethylene wear, stable components)	10
Tibial polyethylene wear (limited or no osteolysis, stable components)	9
Tibial polyethylene wear, osteolysis, loose cemented tibial component	4
Tibial polyethylene wear, osteolysis, loose cemented patellar component	4
Tibial polyethylene wear, patellar osteoarthritis	1
Wear of metal-backed patellar button, tibial polyethylene wear, osteolysis	1
Osteolysis, loose cemented tibial component	1
Tibial baseplate screw extraction and débridement of osteolysis	1
Deep infection with loose cemented tibial baseplate, loose cemented patellar button	1
Rupture of quadriceps tendon	1
Failed open reduction and internal fixation of supracondylar femur fracture	1
<i>Unicondylar Tibial Components</i>	
Tibial polyethylene wear (stable components)	44
Tibial polyethylene wear, loosening of a cemented tibial component	17
Death	8
Loosening of a cemented tibial component (limited polyethylene wear)	6
Narrowing of lateral tibiofemoral compartment	2
Narrowing of lateral tibiofemoral compartment and loose cementless femoral implant	1
Symmetrical narrowing of lateral tibiofemoral compartment and polyethylene	1
Anterior femoral condylar osteophyte abrading tibial polyethylene	1
Inability to achieve cementless ingrowth	1

TABLE E-2 Qualitative Assessment of Articular Surface Fatigue Damage of the Retrieved Polyethylene Bearings

	Medial Unicompartmental Tibial Component (<i>no. of knees</i>)	Medial Compartment of Total Knee Insert (<i>no. of knees</i>)	Lateral Compartment of Total Knee Insert (<i>no. of knees</i>)
No fatigue wear damage	9	14	18
Stage*			
I	10	30	26
II	17	7	10
III	45	38	35
*Stage I indicates subsurface fatigue failure only or isolated pits connecting the region of subsurface failure with the surface; stage II, focal area of fatigue pitting or delamination, but peripheral borders of compartment remain intact; and stage III, area of fatigue surface damage has progressed to violate peripheral border of compartment.			