

# Hemodynamics and Flow Characteristics of a New Dialysis Port

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**Renal replacement therapy by hemodialysis requires a permanent vascular access. Implantable ports offer a potential alternative to standard vascular access strategies although their development is limited both in number and extent. We explored the fluid dynamics within two new percutaneous bone-anchored dialysis port prototypes, both by *in vitro* experiments and computer simulation. The new port is to be fixed to bone and allows the connection of a dialysis machine to a central venous catheter via a built-in valve. We found that the pressure drop induced by the two ports was between 20 and 50 mmHg at 500 ml/min, which is comparable with commercial catheter connectors (15–80 mmHg). We observed the formation of vortices in both geometries, and a shear rate in the physiological range ( $<10,000\text{ s}^{-1}$ ), which is lower than maximal shear rates reported in commercial catheters (up to  $13,000\text{ s}^{-1}$ ). A difference in surface shear rate of 15% between the two ports was obtained. *ASAIO Journal* 2014; 60:81–89.**

**Key Words:** dialysis port, hemodynamics, catheter, finite elements model

Hemodialysis is the most widely used renal replacement procedure in patients with end-stage renal disease (ESRD). To be able to perform the necessary three dialysis treatment sessions per week, a permanent vascular access is mandatory. Today, the preferred vascular access is the surgical construction of a peripheral arteriovenous (AV) fistula and if this is not possible, of a synthetic graft. However, the high age of the population on dialysis with a median age in Switzerland currently above 70 years and the polymorbidity of ESRD patients often preclude the construction of an AV-fistula and permanent tunneled central venous catheters (CVCs) are placed instead.

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Another alternative way for permanent vascular access is the implantation of a percutaneous dialysis port. Such a port is typically connected to a central vein via a catheter and can be repeatedly connected to the dialysis machine through a valve system.<sup>1–3</sup>

In our institution, we are working on the development of a bone-anchored dialysis port. The general principle of this port is the fixation in bone of a titanium casing that permanently protuberates out of the skin. The titanium casing encloses a valve system that allows to connect a dialysis machine to a CVC via a detachable connection tubing set (**Figure 1C**). This approach is based on the long history of bone-anchored percutaneous implants for hearing loss therapy,<sup>4</sup> cranio-facial surgery,<sup>5</sup> or power supply to internal implants<sup>6</sup> that show low complication rates. A more detailed description of the port's principle can be found in patent applications.<sup>7</sup> Bone anchoring might give an alternative solution to address the frequent problems of bacterial migration encountered with previous port designs.

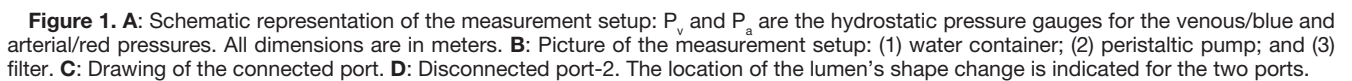
The design of such ports raises several challenges. The material properties of equipment designed to be in contact with circulating blood have been previously discussed.<sup>8</sup> The management of the port-to-skin interface has also been explored.<sup>9,10</sup> This work focuses on the fluid dynamic aspects.

High pressure differences within a vascular access can eventually lead to hemolysis.<sup>11</sup> The wall shear stress is cited as possible factor associated with vascular access complications.<sup>12</sup> The effect of shear stress is related to the duration of the blood exposure to stress, hence the relevance of shear rate. The physiological range of shear rate is  $1,000\text{--}10,000\text{ s}^{-1}$  and shear rates into the vascular system above  $10,000\text{ s}^{-1}$  are considered pathological.<sup>13</sup> Another aspect is the possibility of blood platelet and complement activation resulting in thrombosis and stagnation of blood flow within the structure.

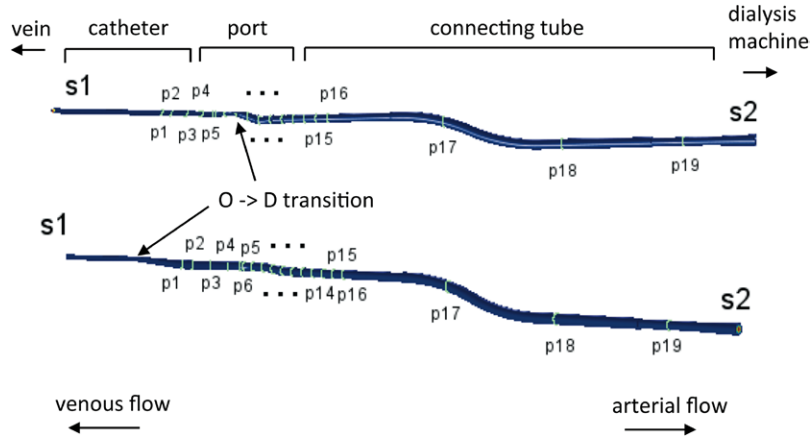
The design of a vascular access should allow high blood flow rate while keeping the pressure difference low and the local velocity and pressure in the physiological range. We explored two dialysis port designs and the potential impact of the lumen geometry inside the port on the induced pressure drop as well as on the shear rate.

The relationship between blood flow and pressure difference has been measured *in vivo* in various commercially available hemodialysis catheters.<sup>14</sup> The isolated pressure drop induced by three catheter connectors: BD Q-Syte, Tego, and Codan Swan-LockU, were measured *in vitro* with water as a test fluid.<sup>15</sup>

A computer model of blood flow was reported for various catheter tip designs; straight cut, angled cut, and sleeve cut. The results report shear rates up to  $13,000\text{ s}^{-1}$  in all three measured catheters and stagnation zones in the angle and sleeve cut designs.<sup>16</sup> The two catheters used in this study have split tips designs ended by a straight cut and a side hole.



The setup was connected to a Dialog+ dialysis machine (B. Braun, Melsungen, Germany). A water container of 1,000 ml was used as a patient substitute. The built-in hydrostatic



**Figure 2.** Models of the lumens along the ports: top: port-1, bottom: port-2. The lines indicate the cuts chosen for the analysis. The labels correspond to the specific two-dimensional cut definition. The location of the transition from round (O) to D-shaped lumen is indicated.

pressure sensors of the machine were used to measure the dynamic inflow pressure before the roller pump (arterial pressure) and the dynamic outflow pressure after the filter (venous pressure). See **Figure 1** for an illustration and a schema of the setup.

To standardize the hydrostatic pressure at the catheter tip, the immersion depth of the tip, the water content, and the height of the container relatively to the pressure sensors were kept constant for all measurements. The pump flow rate was varied from 100 to 500 ml/min ( $1.67\text{--}8.33 \times 10^{-6} \text{ m}^3/\text{s}$ ) in 50 ml/min steps.

#### Data Acquisition and Analysis

Measurements of pressure were averaged over 1 minute window by the built-in monitoring system. To ensure that the flow is in steady state, the measurements were only taken after the average flow rate over 1 minute stabilized to the specified peristaltic pump flow rate value. The manufacturer claims an accuracy of 2 mmHg (267 Pa) for the pressure sensors.

The inlet Reynolds number was defined as  $Re = Dv\rho/\mu$ , where  $D$  is the diameter of the lumen,  $\rho$  the water density,  $v$  the mean fluid velocity, and  $\mu$  the dynamic viscosity of water. The Reynolds number is in the turbulence transition regime

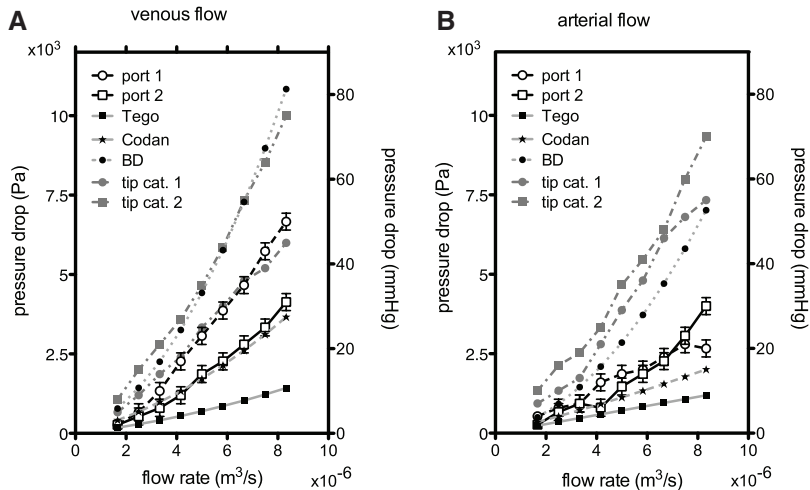
and the transition can be influenced by the surface roughness. We repeated the measurements five times with the same port design but different specimen and observed a negligible error in the pressure measurements. Therefore, the influence of the variability of surface roughness on the flow structures was estimated as insignificant.

The measurements errors of the pressure estimation and mass flow rate were  $\delta p = \pm 1,333 \text{ Pa}$ ;  $\delta Q = \pm 4.14 \times 10^{-7} \text{ m}^3/\text{s}$ , respectively. For blood, the kinematic viscosity is  $2.8 \times 10^{-6} \text{ m}^2/\text{s}$  and for water  $10^{-6} \text{ m}^2/\text{s}$ . Hence the Reynolds numbers reported for the same flow conditions will be approximately three times smaller in blood flow, but still within the turbulence transition regime. Hence, the main flow characteristics and flow patterns will change not in a large extent.

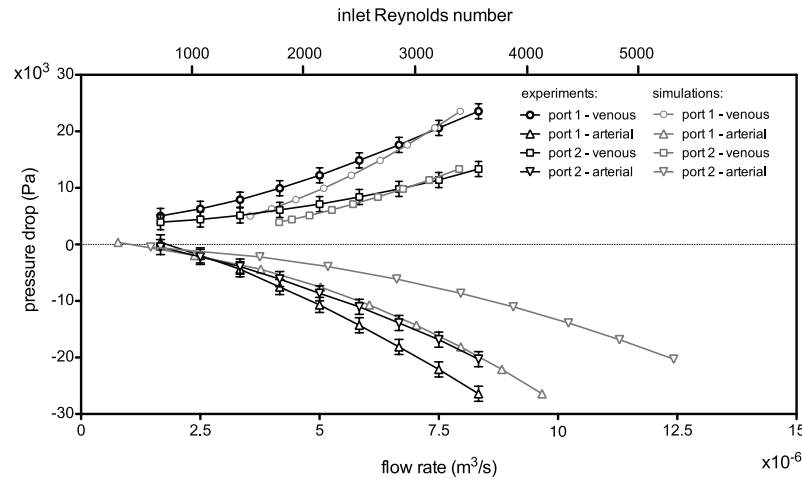
The pressure drop to flow rate relationship was fitted to the exponential equation for turbulence transition regime:  $dp = Av^B$ , where  $dp$  is the pressure drop,  $v$  is the flow velocity, and  $A$  and  $B$  are the fitted values.

#### Finite Element Simulation

Three-dimensional (3D) drawings of the port, the dialysis connector, and a portion of the catheter were created for both



**Figure 3.** The isolated pressure drop induced by the two ports is compared, along with the tips of the catheters and commercially available catheter connectors reported in the literature.<sup>15</sup> **A:** venous flow; **B:** arterial flow.



**Figure 4.** Computed (solid gray lines) vs. measured (solid black lines) pressure drop and volumetric flow rate relationship for both ports in both flow directions. The corresponding inlet Reynolds number is shown on the top scale.

port designs using SolidWorks (Dassault Systèmes SolidWorks Corp., Waltham, MA). Numerical simulations were carried out using COMSOL 4.3 (Comsol, Inc., Burlington, MA). Finite element simulations were performed, and after the mesh study, a mesh of more than 2 million tetrahedral elements was used. The mesh was created on the basis of the 3D drawings. The Navier–Stokes equations were used for flow description with the inlet pressure calibrated to the respective inlet experimental data. The pressure at the inlet and outlet are given. A Newtonian fluid with the density ( $10^3 \text{ kg/m}^3$ ) and viscosity ( $10^{-6} \text{ m}^2/\text{s}$ ) of water was used as a medium. The boundary conditions were set according to the observations made in the experiments. To obtain the boundary conditions, the pressures at the inlet and outlet of the system represented in the 3D drawing was calculated analytically on the basis of the measurement setup (Figure 1) and on laminar flow theory in a pipe. The atmospheric pressure was set as a reference pressure. The velocity profiles of a selection of cuts were extracted. The locations of the intersections are marked on the lumens in Figure 2.

## Results

The measured pressure drop relative to volume flow rate for the two ports is shown in Figure 3A for venous flow and Figure 3B for arterial flow. The pressure drop of a catheter was subtracted from the pressure drop of a catheter connected to the port to obtain the pressure drop of the port alone. The isolated effect of the catheter tips represented approximately 60% of the total catheters pressure drop. The port resulted in an increase of 20% in pressure drop compared with the catheter without port. The results plotted represent pressure drops of the port itself. This allows comparison of our results with reported

results from the literature. The pressured drop induced by three commercial catheter connectors is also shown in Figure 3. The pressure drop in port-1 was comparable with the one in port-2 for arterial flow. However, it was on average 34% higher for venous flow. The pressure drop in port-2 was similar to the Codan connector in both directions and less than half of the BD connector. The pressure drop in port-2 was approximately 45% higher than in the Tego connector, for both directions.

Figure 4 shows both experimental and simulated relationships between pressure drop and flow rate in the two ports along with the respective inlet Reynolds number. The simulated values were similar to the measured values for venous flow. For arterial flow, the relative difference was similar in experimental and simulated data, but the simulations showed a smaller pressure drop than the measurements for a given flow rate. The Reynolds number was above 1,000 for most of the tested and simulated situations. This indicates that the observed flow is as expected, within the turbulence transition regime. The values of the exponential fit of the pressure and flow velocity relation:  $dp = Av^B$  in both experiments and simulations are reported in Table 1.

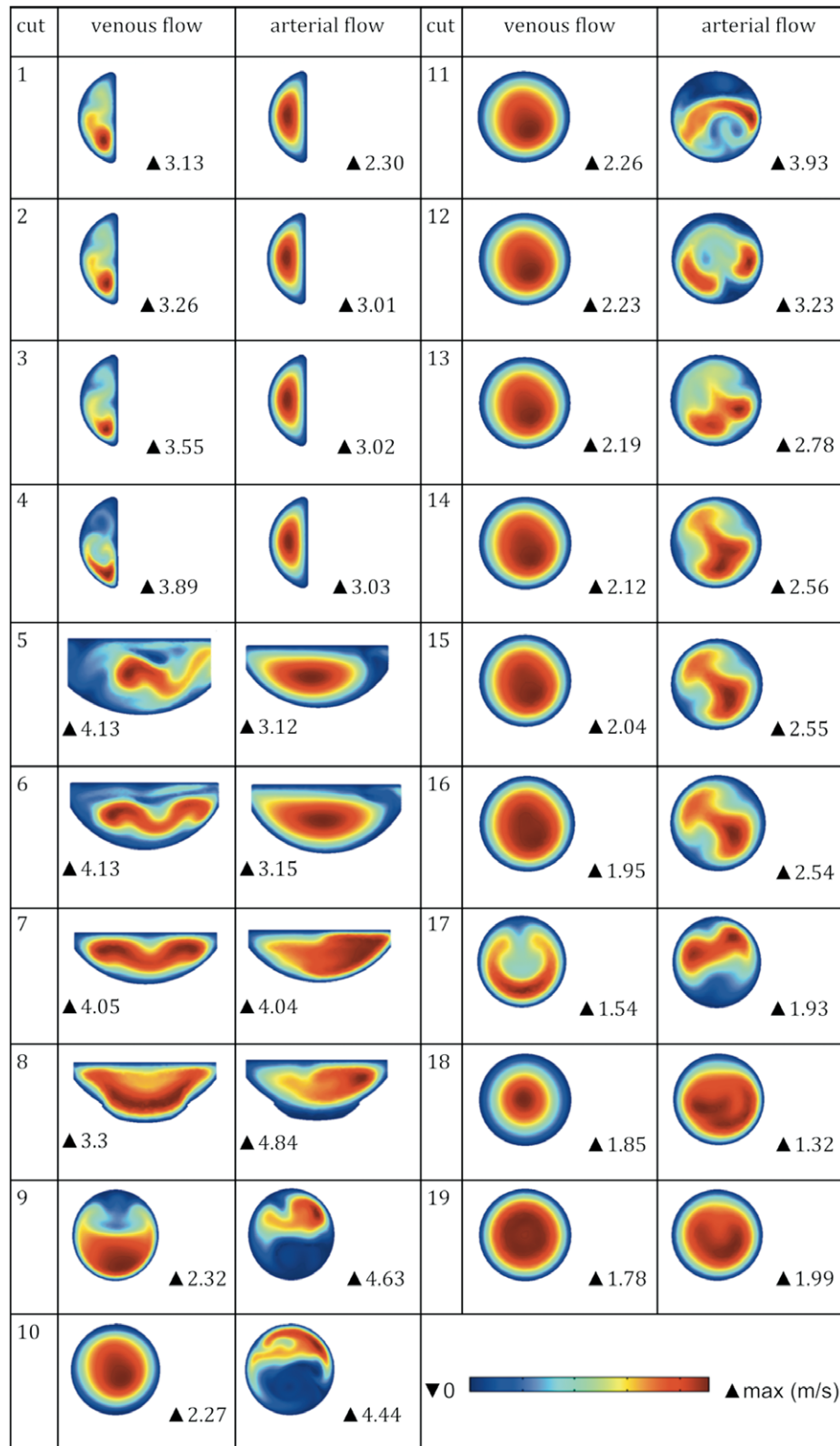
The velocity profiles at several cuts of port-1 are shown in Figure 5. The pressure difference was set at the middle of the tested range. The velocity profiles for arterial flow for various inlet–outlet pressure difference at several cross-sections in port-1 is shown in Figure 6. It can be seen that with the increase of the pressure difference, the transition to turbulence (characterized by large coherent structures) progresses further into the catheter. Figure 7 shows the velocity profiles for venous and arterial flow in port-2 through several cuts. The velocity profiles for arterial flow for various inlet–outlet pressure difference and several cross-sections for port-2 is drawn in Figure 8. It can be seen that with the increase in pressure difference,

**Table 1.** Exponential Fit of the Pressure and Flow Velocity Relation:  $dp = Av^B$

|      | Simulations |      |          |      | Experiments |      |          |      |
|------|-------------|------|----------|------|-------------|------|----------|------|
|      | Venous      |      | Arterial |      | Venous      |      | Arterial |      |
| Port | 1           | 2    | 1        | 2    | 1           | 2    | 1        | 2    |
| B    | 1.91        | 1.89 | 1.72     | 1.89 | 0.99        | 0.77 | 2.19     | 2.54 |

A value (B) close to 1 corresponds to the laminar flow. Higher values of B are present in turbulence transition.

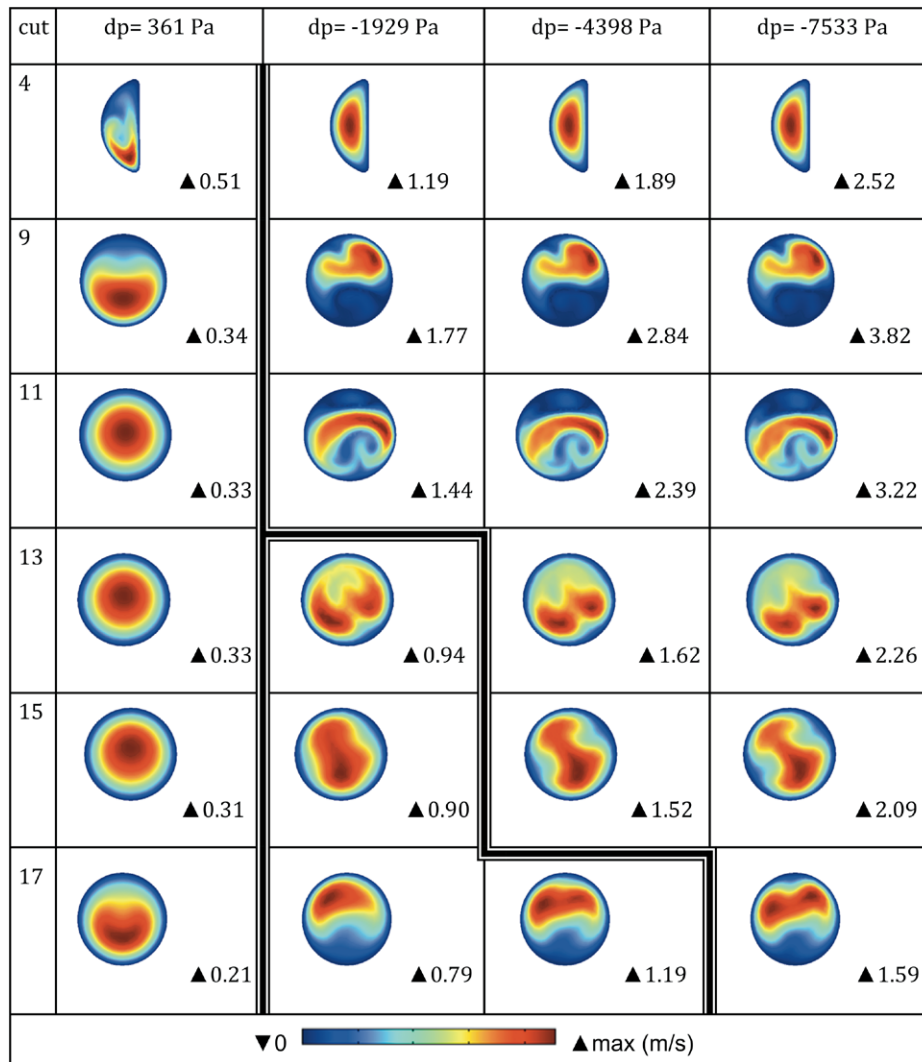




**Figure 5.** Venous ( $dp = 13,238$  Pa) and arterial ( $dp = -9,700$  Pa) flow velocity profiles at various spatial cuts of port-1. For a description of cuts, see Figure 2.

the transition to turbulence progresses further into the catheter. The computed shear rate in the two ports for both arterial and

venous flow is drawn in **Figure 9**. The maximal shear rate is approximately  $8,000\text{s}^{-1}$  for the tested flow rates.

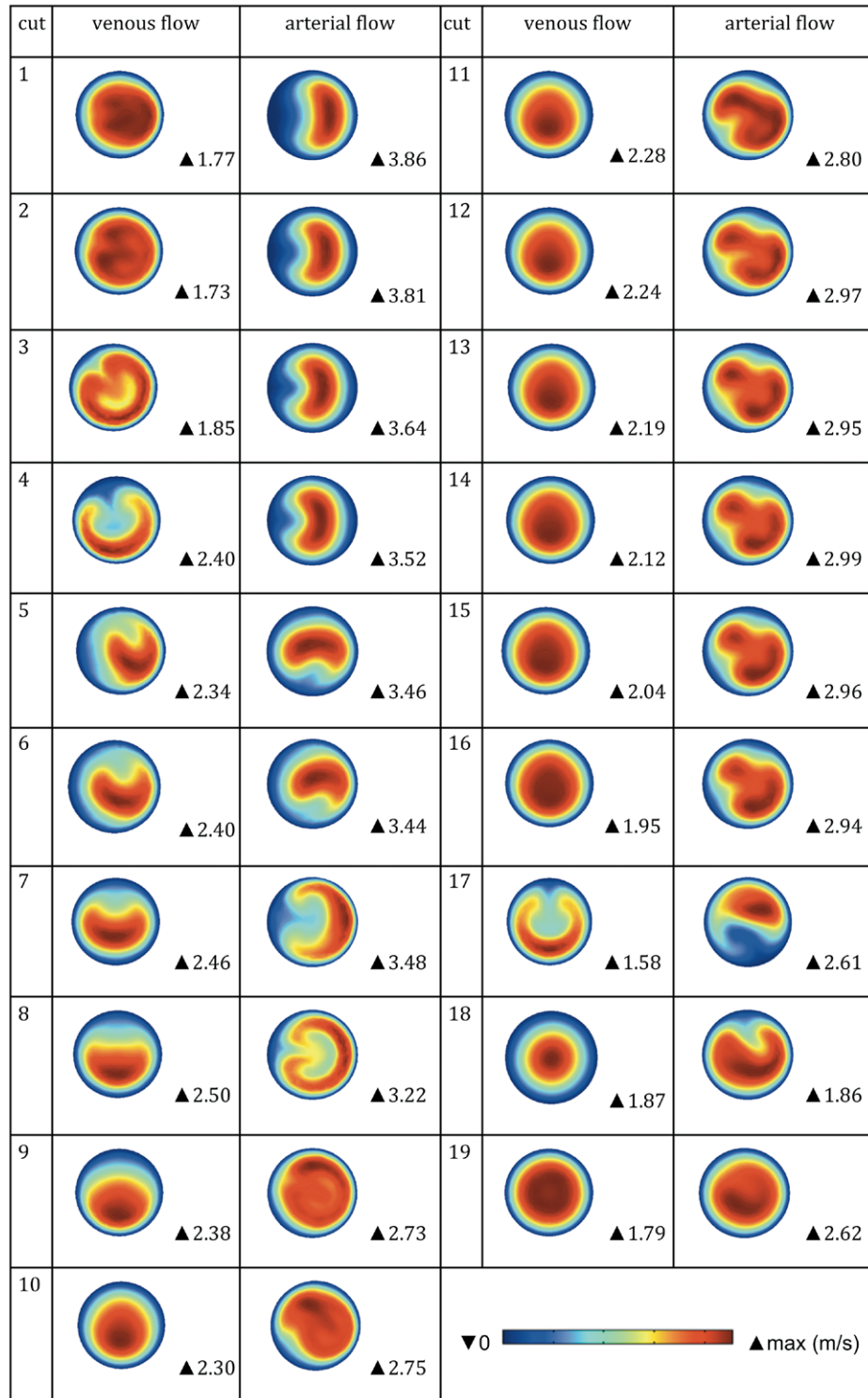


**Figure 6.** Arterial velocity flow profiles for arterial flow for various inlet–outlet pressure differences at several cross-sections of port-1. The bold line limits the region where the flow structures are changing.

### Discussion

We have performed experimental and theoretical studies to answer several questions related to the port design, its compatibility, and possible advantages or drawbacks. First, we have measured pressure drops in relation to volumetric flow rates and compared these data with existing devices currently used in clinical routine. **Figure 3** presents the values of the two investigated ports and corresponding data available from the literature. It can be seen that both investigated ports work in the range of laminar to turbulence transition. The Reynolds number was above 1,000 in most of the experiments and simulations (**Figure 4**). The values for venous flow through port-1 and port-2 show a good match between experiments and simulations. The simulations of arterial flow resulted in higher Reynolds numbers than the experiments, probably as a result of turbulence transition estimation. In the experiments, the walls are not perfectly smooth and that leads to a different development and type of flow structure as compared with the simulations based on ideally smooth walls. For a given Reynolds number, the pressure drop in experiments will be

larger because of the port wall imperfections. The same conclusion can be drawn from **Figure 4** and **Table 1**. The plots represent pressure drops as a function of the flow rate or velocity. Smooth walls in simulations lead a similar turbulence transition patterns in the direct (venous) and the reverse (arterial) flow. This can be seen especially well in **Table 1**, which gives fitting coefficients. In the case of simulations, both flow directions are of the same order in well-developed turbulence transition regime. For the experiments, a large difference can be observed. One direction is almost laminar (venous flow) and the other has highly developed turbulence regions (arterial flow). This can be a result of several artifacts. First, the pressure at the outlet and inlet of the water container was assumed to be purely hydrostatic. For high flow rates, this assumption is not true. There is definitely a flow within the water container, but we have had no means to estimate it. The container serves as representation of a patient on dialysis. In real life, in- and outflow parameters will greatly vary as well. If the average of the coefficients of venous and arterial flows is taken into account, they are closer to those of the simulation. The turbulence transition regime is very sensitive to the initial

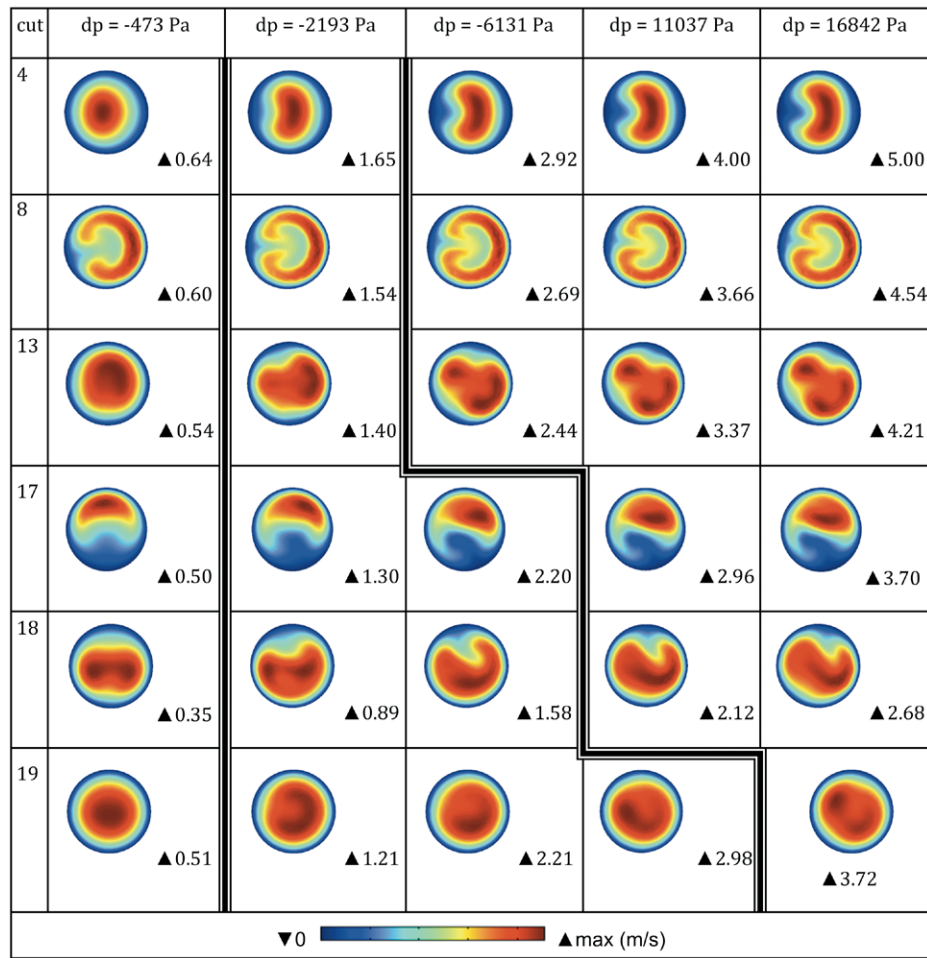


**Figure 7.** Venous ( $dp = 7,971$ ) and arterial ( $dp = -7,801$  Pa) velocity flow profiles at various spatial cuts of port-2. For a description of cuts, see Figure 2.

conditions and wall–fluid interaction. Hence, the exact values are very difficult to predict. However, the results obtained here are within the acceptable error.

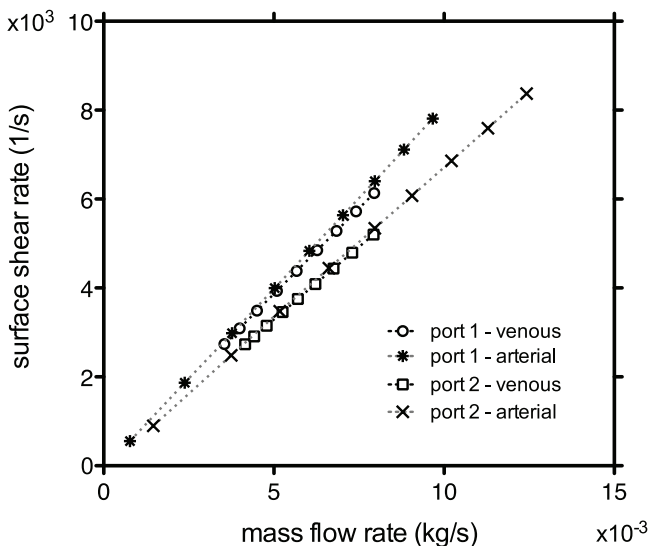
The presented simulations allow a better and more detailed understanding of the specific characteristics of the ports working regime. The turbulence transition will lead to vortex

formation in certain parts that could theoretically lead to blood hemolysis. **Figure 5** shows the velocity of the venous ( $dp = 13,238$  Pa) and arterial flow ( $dp = -9,700$  Pa) at all two-dimensional (2D) cross-sections. For venous flow, vortex structures are observed at cuts 1–9 and 17 and arterial ones at cuts 17 and 8. **Figure 6** shows arterial flow velocity for port-1



**Figure 8.** Velocity profiles for arterial flow for various inlet–outlet pressure difference and several cross-sections for the port-2. The bold line limits the region where the structures change.

at various pressure differences. Here, the transition to turbulence is more complex. The bold black line divides different



**Figure 9.** The computed shear rates as a function of mass flow rate in the two port prototypes both for venous (dotted black lines) and arterial (dotted grey lines) flow.

flow regimes (laminar, first and second type of turbulence transition). The complexity of the turbulence transition could also explain the discrepancy between the two flow directions in the experiments. The complex vortex pattern always depends strongly on the surface, and if one flow direction is more prone to produce vortices, it will be more influence by wall impurities. **Figure 7** shows velocity profiles for the cross-sections of port-2 for venous flow ( $dp = 7,971$  Pa) and arterial flow ( $dp = -7,801$  Pa). Venous flow shows vortex structures at cuts 3–8 and 17. For the arterial flow, almost all flow paths show some vortices. Hence, port-1 and port-2 vary significantly with respect to the arterial flow pattern and the way to the turbulence. **Figure 8** shows the same quantities for arterial flow for port-2. It can be noted that again there are three regimes: fully laminar and first and second type of turbulence transition (shown by bold line dividing regions). The transition is present at a wider range of the whole geometry. Port-1 has a narrowing at one end; consequently the vortex patterns were limited by viscous interactions. This is not the case for port-2. Hence, the transition vortex structures are more pronounced. The venous flow is definitely more efficient in port-2 because of the channel cross-section geometry. When a vortex pattern is present, it will be more stable in a larger cross-section than in a narrower one (port-1). However, the



magnitude of the vortices differs as well. Port-1 has approximately 50% stronger vortices for the same pressure difference as compared with port-2. Hence, the results for the global shear rate, plotted in **Figure 9**, are larger in port-1 (up to 15%) for both flow directions. Globally this would mean that port-1 would be more prone to blood hemolysis than port-2.

### Conclusion

We have performed experiments and simulations to analyze the behavior of two newly designed dialysis ports. Both ports work in the turbulence transition regime, similar to conventional catheter connectors available on the market. However, the turbulence transition results in complex flow patterns with various vortices and therefore increases shear rate locally. The two proposed port designs vary in cross-section areas at a few points. This leads to different flow pattern characteristics, different ways of turbulence transition, approximately a 15% difference in the global shear rate values, and a 50% difference in vortex strength.

The pressure drop induced by the two ports is comparable with commercial needle-less catheter connectors. The design with a round to D-shape transition outside the port is favorable over the one where it happens inside the port because the situation where the change in cross-section shape happens close to the sharp angle present in the port is more prone to turbulence. The finite elements model presented can be used for further development of the port. Following the results presented in this article, we chose to keep design number 2 for the clinical study.

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