

Body Plethysmography

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Boyle-Marriot's Law

- The absolute pressure exerted by a given mass of an ideal gas is inversely proportional to the volume it occupies if the temperature and amount of gas remain unchanged within a closed system.

$$P \propto \frac{1}{V}$$

P = pressure

V = volume

(assumes temperature constant and closed system)

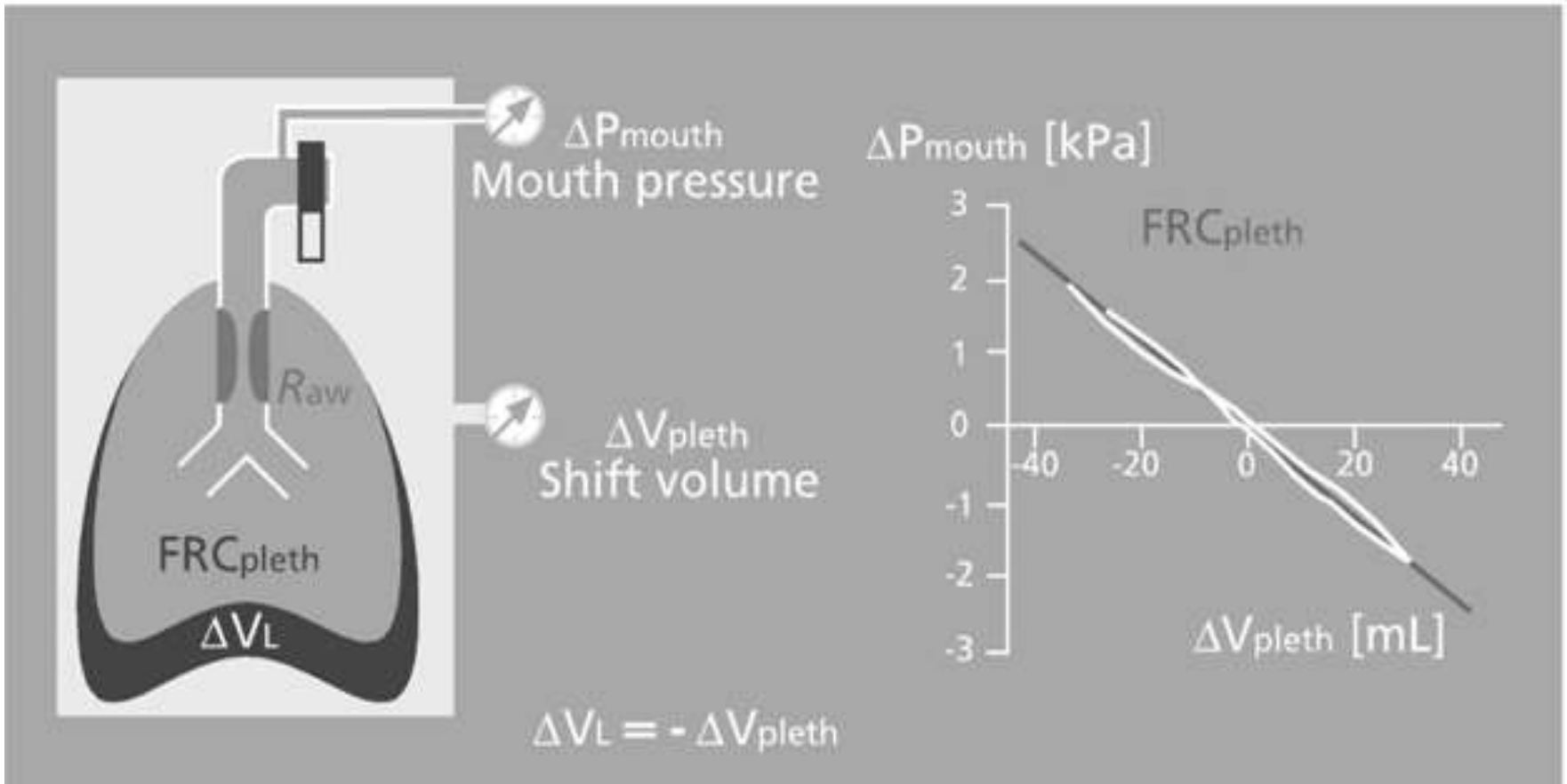
- During inspiration the thoracic volume excursion is slightly ahead of the equilibrating mass flow .
- When thoracic & lung volume ceases to increase alveolar and box pressure will reach equilibrium.
- However as long as air is flowing, the increase in lung vol > vol of air that passed through the airways into lung.
- This small discrepancy in mass flow is called “shift volume”

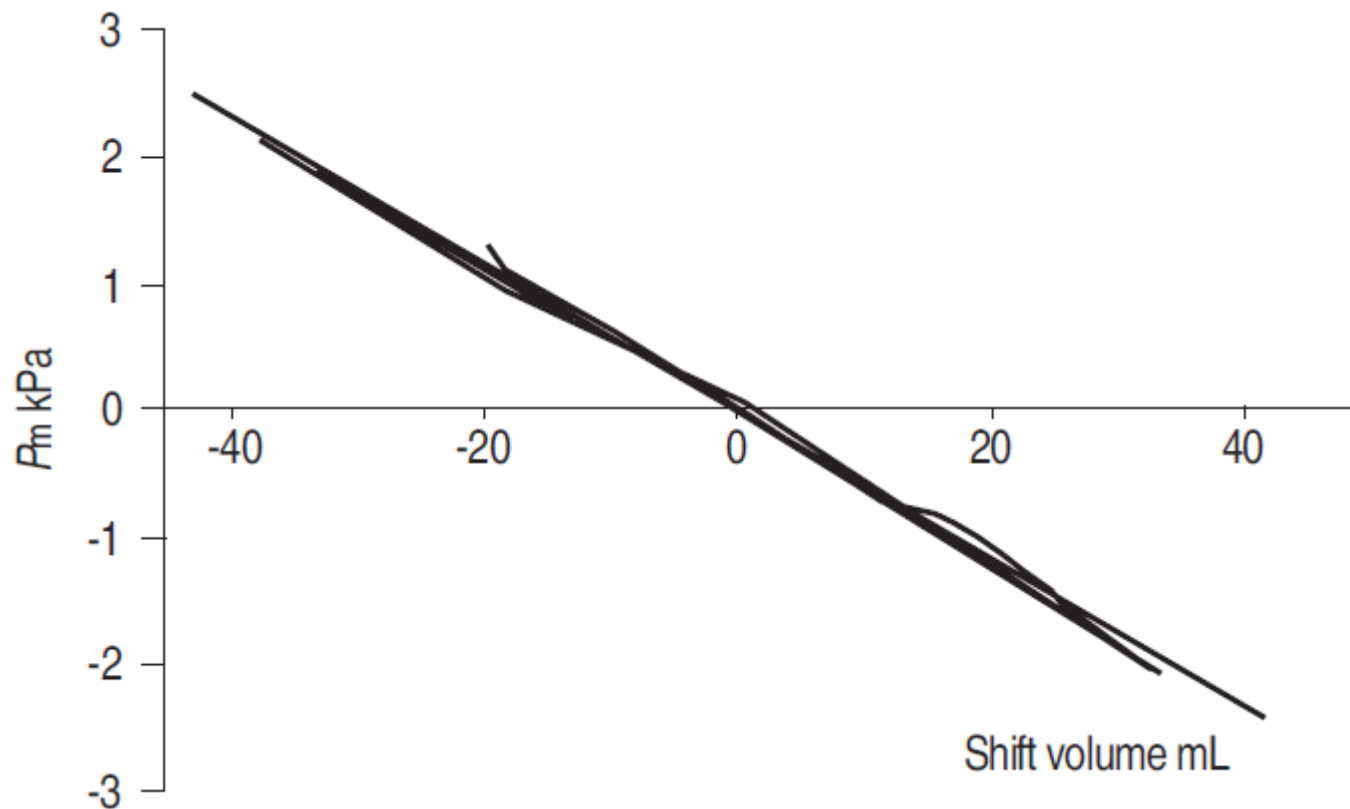
- *Shift volume* is the tiny pressure generating fraction of the tidal volume, tiny $\rightarrow \sim 1/100$
- Volume defect in the lung is equal in magnitude but opposite in sign to the volume defect in the box.
- Volume of box = Tot box vol - Body vol (est. from weight)
- Why shift volume ?
 - Provides the link to box pressure
 - Allows determination of TGV & sRaw

ΔP_{mo}

$$\frac{\text{Alveolar } \Delta P}{\text{Alveolar } P} = \frac{\text{Alveolar } \Delta V}{\text{Lung vol}}$$

Alveolar $\Delta P \propto$ Shift volume





- P_m plotted on y axis, shift vol on x axis.
- Inspiratory efforts causes neg P_m & positive S.V
- Little deviation in both inspiratory & expiratory efforts.
- Expiratory efforts causes visa- versa
- The slope P_m vs shift volume \propto to FRCpleth.

Lung volume and shift volume

- When moving a plunger a equivalent distance in a short vs. long syringe, the pressure change will be greater in the short cylinder .
- Larger the lung volume for a given shift vol, the smaller the pressure change.
- Greater the pressure change, the smaller lung vol. relative to shift volume.
- In a large lung occlusion pressure curve will be more flat, in a small lung more steep.

FRC- TGV at occlusion

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graph TD; A[FRC- TGV at occlusion] --> B[ERV- maximal expiration]; B --> C[IVC- maximal inspiration]; C --> D[RV- FRC-ERV]; D --> E[TLC- IVC + RV];
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ERV- maximal expiration

IVC- maximal inspiration

RV- FRC-ERV

TLC- IVC + RV

- Specific airway resistance($sRaw$)
- Airway resistance (Raw)
- Conductance (Gaw)

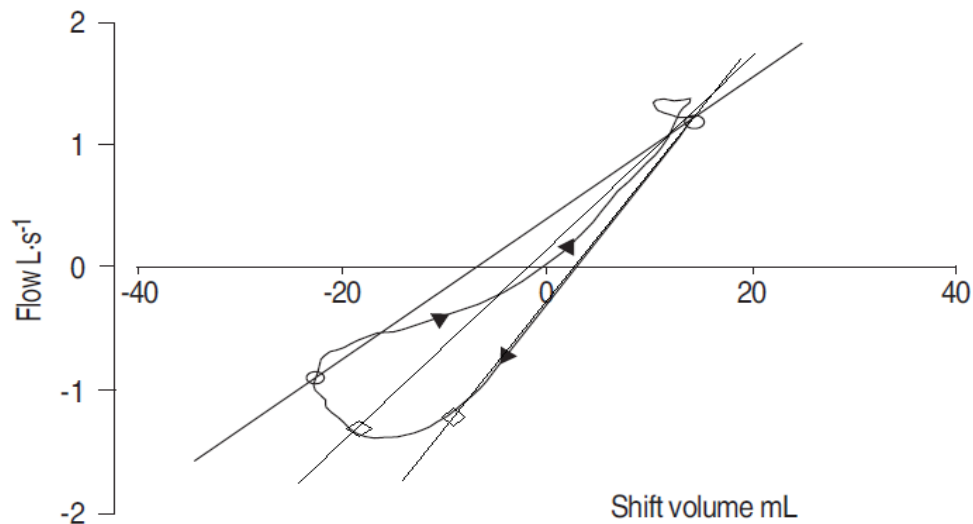
Specific airway resistance

sRAW

- Resistance is def.= $\frac{\text{driving pressure}}{\text{Flow}} = \frac{P_{\text{alv}} - P_{\text{mo}}}{\text{Flow rate}} \rightarrow \frac{\text{Shift vol}}{\text{Flow}}$
- The more the driving pressure for a given flow, the greater the resistance.
- P_{mo}- constant during unimpeded breathing
- P_{alv}- not available during free breathing.
- Shift volume represents the thoracic excursions which is needed to establish the driving pressure to the lung.
- Though not identical, closely related to driving pressure.
- Ratio of shift vol to flow rate is called specific airway resistance or sRaw

- If airflow is plotted on the vertical axis and shift vol on the horizontal axis, closed loops are obtained.
- The reciprocal slope of the breathing loop represents the sRAW.
- Normally the curves are straight lines
- A more flat curve indicates an elevated shift volume relative to airflow and thereby an increase of sRaw.
- Various respiratory diseases provide different patterns.

- The contents of the sRaw loop is often complex not always uniform, or straight lines esp in obstructive diseases.
- sRaw loop involves varying flows through out the cycle.
- Where to calculate the plot of sRaw ?



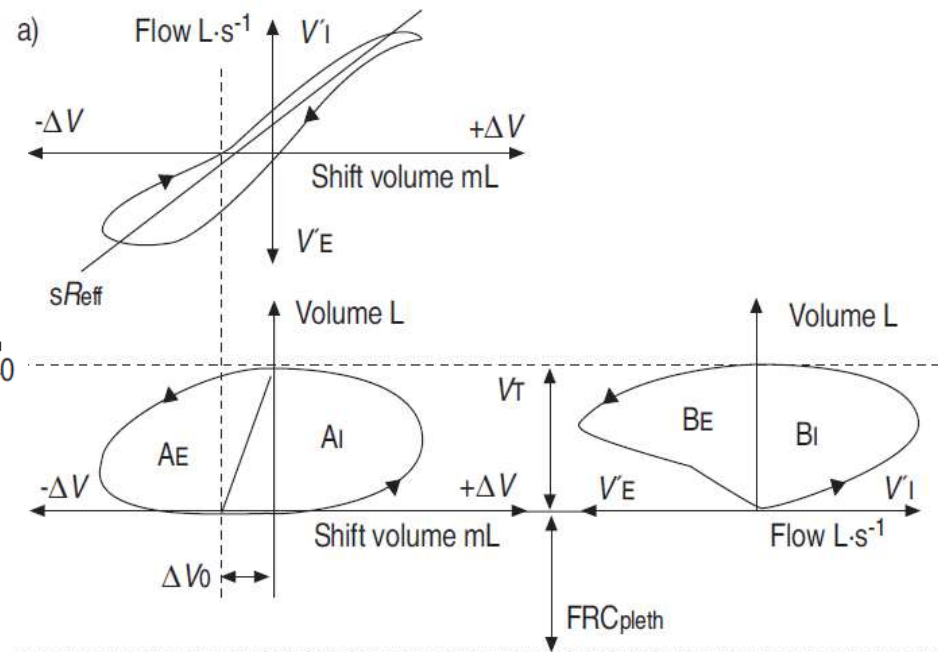
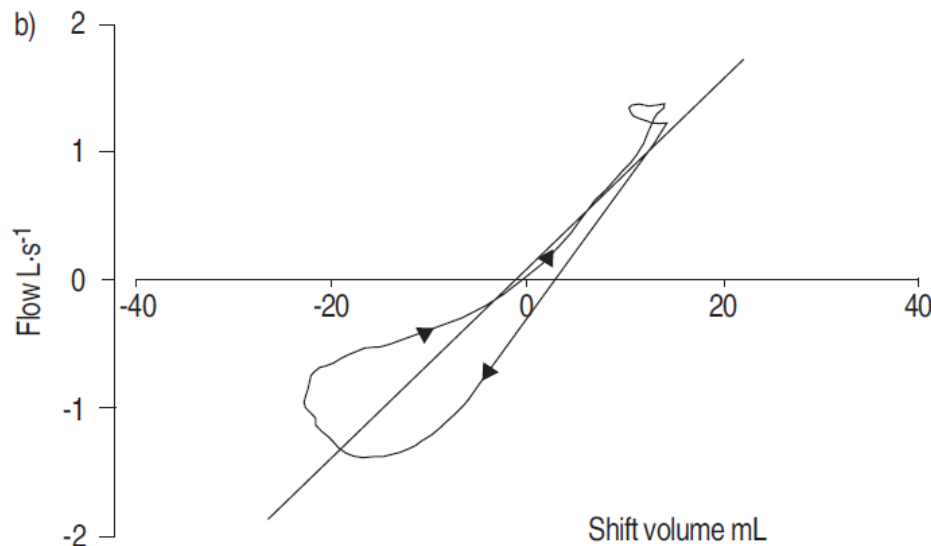
- sRaw total
- sRaw effective
- sRaw at $.5Ls^{-1}$

Total specific resistance.

- The sR_{tot} is determined by a straight line between maximal inspiratory and maximal expiratory shift volume points
- The outstanding characteristic of sR_{tot} is its sensitivity to partial obstruction of peripheral airways.
- The potential disadvantage of sR_{tot} would appear to be a greater variability from test to test, as a consequence of using only two points at the extremes of inspiratory and expiratory shift volume.

Effective specific resistance

- Introduced to integrate the effects of variable flows and non-linearity of mouth flow shift volume loops during tidal breathing.
- Calculated from the quotient of integrated shift vol-volume loop and integrated flow-volume loop.

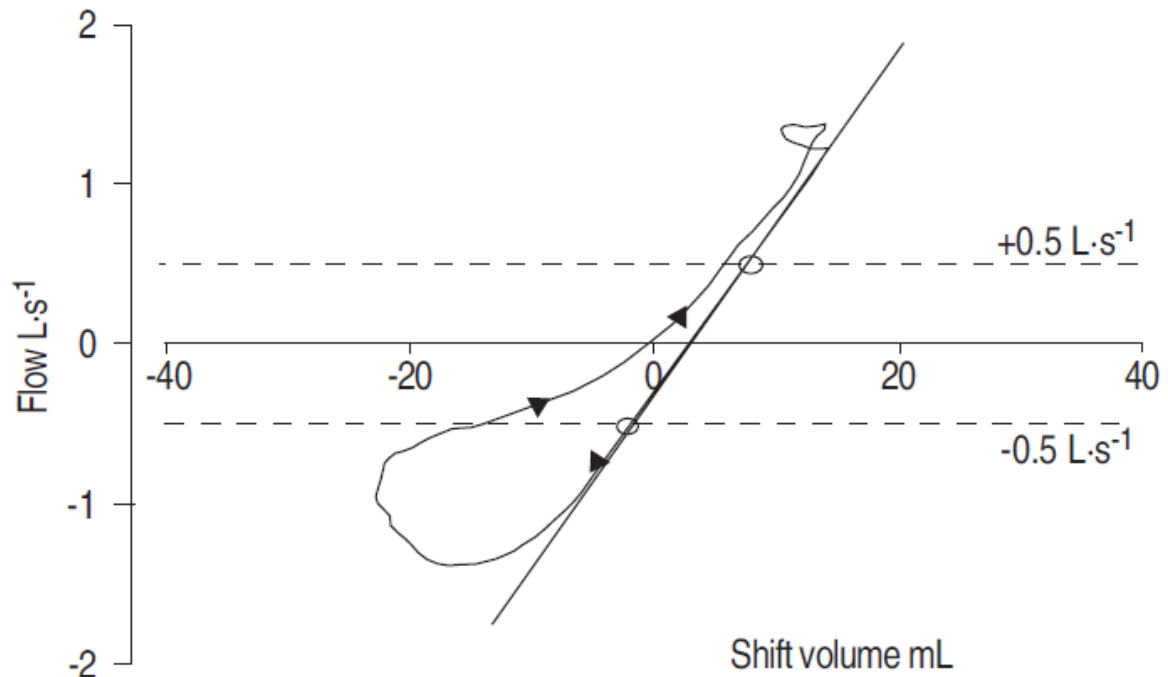


Advantages over sR_{tot}

- Better assessment of the airway behaviour
- Reflects larger central airways than sR_{tot}
- Improved SNR.

sRaw at $.5 \text{ L}\cdot\text{s}^{-1}$

- Dubois initially measured the slope of sRaw at a fixed flow of $1 \text{ L}\cdot\text{s}^{-1}$
- Subsequently for standardization purposes for calculation of resistance, the flow range at which sRaw is measured has been limited to $.5 \text{ L}\cdot\text{s}^{-1}$
- Denoted larger more proximal airways.



Conductance

- The reciprocal of resistance is denoted as specific conductance
- $sGaw = \frac{1}{sRaw}$

Resistance

- To obtain airway resistance R_{aw} , P_{alv} is indispensable.
- It is seen that, sR_{aw} can be changed to R_{aw} by dividing sR_{aw} / FRC_{pleth} .
- $$R_{aw} = \frac{sR_{aw}}{FRC_{pleth}}$$
- However, breathing loops are obtained at an higher lung volumes than FRC_{pleth} , so to correct for this $V_t/2$ is added.
- $$R_{aw} = \frac{sR_{aw}}{(FRC_{pleth} + V_t/2)}$$

$$G_{aw} = 1 / R_{aw}$$

Interpretation

- Numerical values of sRaw, sGaw, Raw, Gaw and TGV can be compared with the normative data to define obstructive, restrictive or mixed defects.
- Graphical or based on the appearance of the loop.

Restrictive lung diseases

- Can be suspected when FVC is reduced and FEV1/FVC is normal or elevated.
- However can be ***confirmed*** only by demonstration of a reduced TLC by plethysmography.
- TLC below 5th percentile of normal value is considered as restrictive lung disease.

Obstructive diseases

- Characterized by a normal or elevated FRC, TLC, and RV, and elevated Raw and sRaw.
- Additionally determination of RV and RV%TLC allows to determine the degree of hyperinflation.

	Mild	Moderate	Severe
RV/TLC	>95 th percentile - < 140%	140 -170 %	>170 %

- In the presence of severe defect, plethysmographic volumes tends to overestimated, as pressure changes are not properly transmitted to the mouth.

- Body plethysmography can also demonstrate the effects of Rx on hyperinflation
 - Decrease in FRC following bronchodilator Rx
 - Decrease following successful Rx of AE-COPD
- These determination's are not influenced by the patient effort, which may be substantially decreased in the presence of hyperinflation.
- Body plethysmography directly measures the FRC.

Table 2 Alterations in body plethysmographic measures as observed in major disorders (see also Fig. 4).

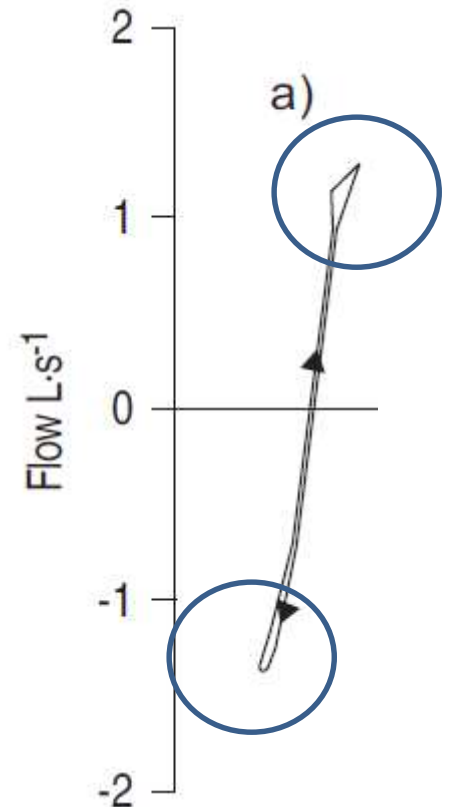
	FRC	RV	TLC	<i>Raw</i>	<i>sRaw</i>
Obstructive airway diseases	Normal or elevated	Normal or elevated	Normal	Elevated	Elevated
Hyperinflation	Elevated	Elevated	Normal or elevated	Normal	Elevated
Restrictive disorders	Reduced	Reduced or normal	Reduced	Normal	Normal

Interpretation

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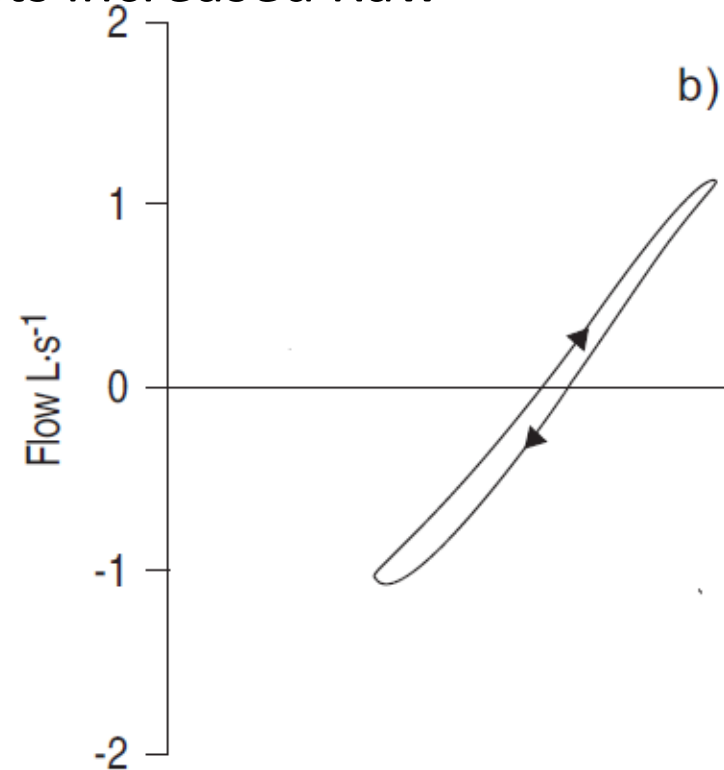
Normal

- Normal subjects manifest a steep linear loop during tidal breathing without hysteresis, ie no “openness”
- Flattening= increased Ω ,
Openness = localised resistance !
- During panting the upper and lower extremities of the loop become curvilinear- ‘s’ shape



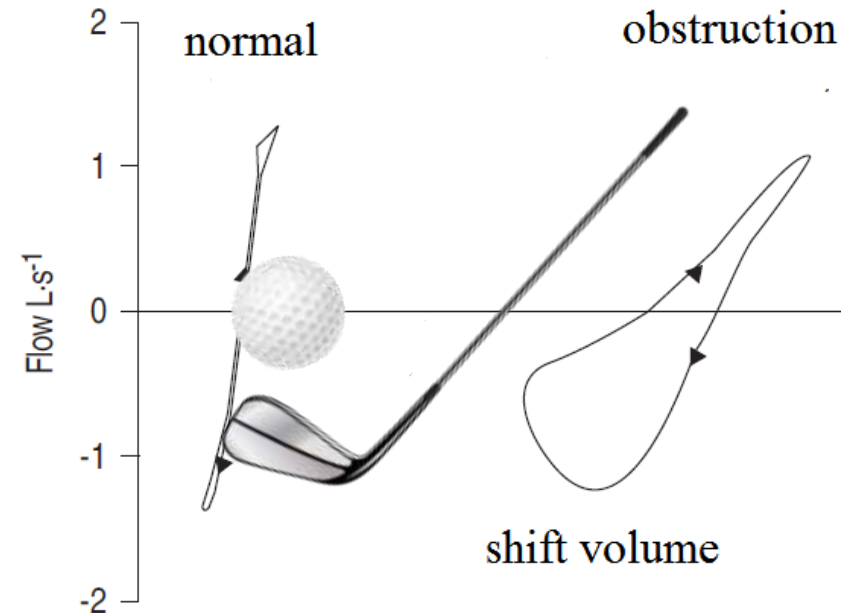
Large airway obstruction

- There is uniformly increased airway resistance and not localised, there is little hysteresis or “openness”
- Linear sRaw loop that is tilted clockwise, manifesting a slope less steep than normal reflects increased Raw



Small airway obstruction

- In patients with non-homogenous airway obstruction, there is
 - “opening” / hysteresis in the loop
 - Alinearity
- This represents the expiratory flow limitation or the dynamic compression which occurs in expiration.
- Denotes the large changes in shift volume that occurs at mid-expiration without comparable increases in flow.



Fixed localised central airway obstruction

- Seen in fixed or functional stenosis of the airways like laryngeal abnormality or VC palsy
- Flow limitation during inspiration, in that at sufficiently high flows further increases in driving pressure does not increase in airflow.

