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### Citation

Sade, L. E., Muraru, D., Marsan, N. A., Agricola, E., Stankovic, I., & Donal, E. (2022). How to assess severe tricuspid regurgitation by echocardiography? *European Heart Journal - Cardiovascular Imaging*, 23(10), 1273-1276. doi:10.1093/ehjci/jeac015

Version: Publisher's Version

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**Note:** To cite this publication please use the final published version (if applicable).

# How to assess severe tricuspid regurgitation by echocardiography?

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Received 28 December 2021; editorial decision 13 January 2022; accepted 14 January 2022; online publish-ahead-of-print 8 February 2022

Tricuspid regurgitation (TR) is the most commonly functional resulting from right ventricular (RV) (ventricular) remodelling by pressure/volume overload or right atrial (RA) remodelling (atrial) where annular dilatation is the main driver with underlying atrial fibrillation. Cardiac implantable electronic device-related (leaflet impingement, perforation, avulsion etc.) TR represents the second important group. Organic TR of different aetiologies is less frequent.

## Particular aspects of TR

- TR occurs with lower driving pressure and velocity than mitral regurgitation (MR), unless there is severe pulmonary hypertension (PH). As a result, a smaller TR jet area than MR is generated for the same effective regurgitant orifice area (EROA) due to lower velocity flow, as explained by the conservation of momentum (orifice area  $\cdot v^2$ ).<sup>1</sup> Therefore, colour jet area as used for MR underestimates the severity of TR. However, lower velocities within the right heart should not be resolved by too low Nyquist limits to avoid random noise. Also, EROA of TR is frequently elliptical or rectangular. Consequently, different grading cut-offs have been proposed for TR (Table 1).<sup>1</sup>
- Both TR EROA and volume are subject to respiratory changes and increase by 20% on average, during inspiration. In severe TR, because of the increase of TR during inspiration, right atrial (RA)

pressure also increases, approximating RV systolic pressure. An inspiratory decrease of TR peak velocity  $\geq 0.6$  m/s indicates severe TR, which in turn affects EROA calculations.<sup>2</sup>

- Increasing RV afterload induces functional TR; however, TR severity is not linearly related to PH because other modulators such as tricuspid annulus (TA) dilatation, leaflet tethering, and RA and RV remodelling also affect TR severity. Ventriculo-pulmonary arterial coupling defines RV contractile function indexed to afterload and impacts Doppler measurements. Low-velocity TR jet through a large orifice, produced by a severely impaired RV contraction may be easily underestimated by a non-turbulent low-velocity flow.
- An integrated approach including tricuspid valve (TV) morphology and deformation, TR severity, RV afterload, RV and RA remodelling, annulus size, left-sided valve disease, as well as left ventricular function is pivotal to assess TR severity.

## Data acquisition

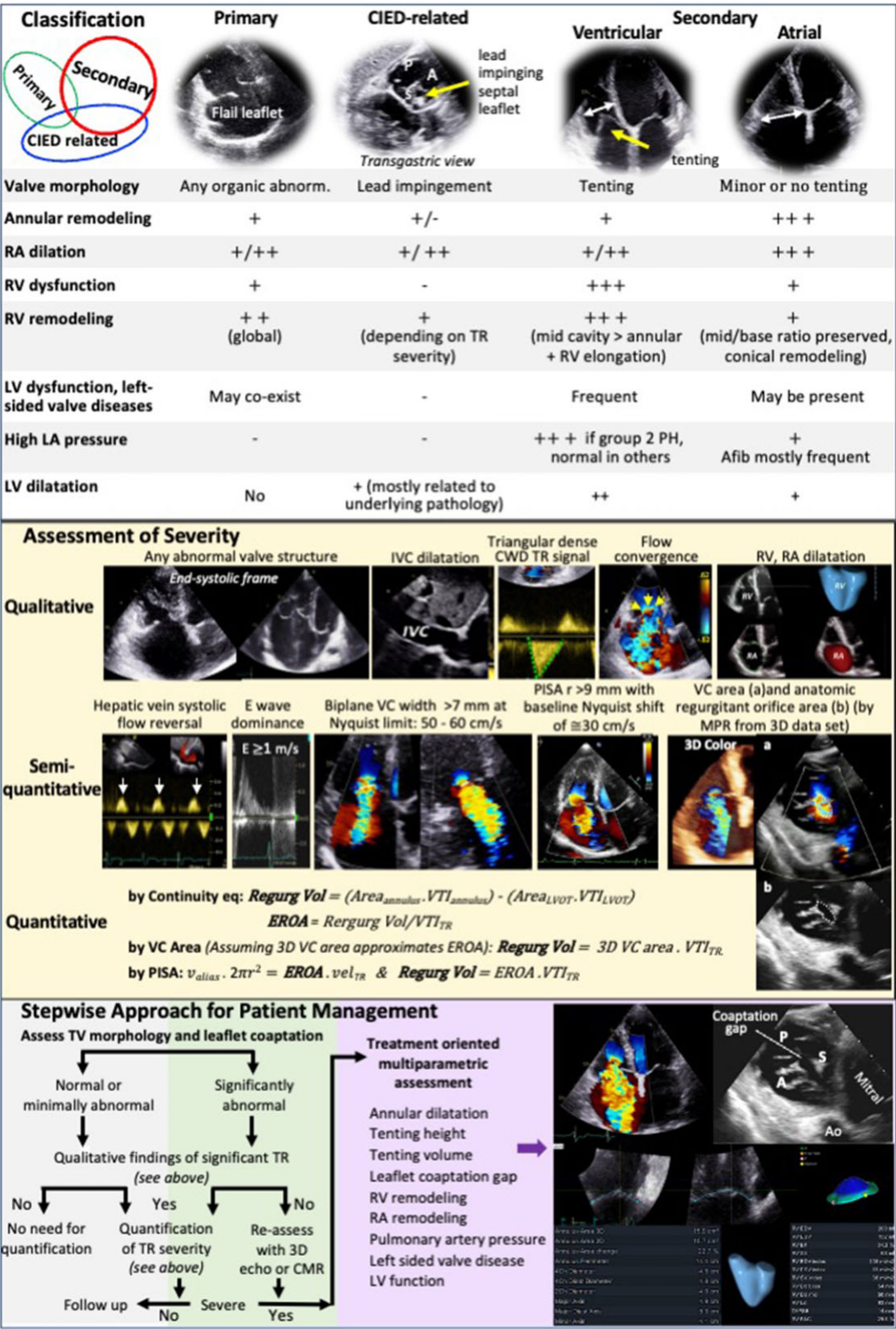
There is no specific acoustic window for visualizing TV or TR jet by transthoracic echocardiography (TTE). Several views including parasternal RV inflow, parasternal short-axis, apical four-chamber, and sub-costal long- and short-axis views should be examined in order to optimize the alignment with TR flow direction and visualization of tricuspid leaflets. Only the subxiphoid short-axis view by TTE and transgastric view around 45° by transoesophageal echocardiography allow

**Table 1** Updated cut-offs for TR severity

Parameters	Mild	Moderate	Severe	Massive	Torrential
Biplane vena contracta width (mm)	<3	3–6.9	7–13	14–20	$\geq 21$
EROA by PISA (mm <sup>2</sup> )	<20	20–39	40–59	60–79	$\geq 80$
Quantitative Doppler EROA (mm <sup>2</sup> )			75–94	95–114	$\geq 115$

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**Figure I** Practical approach for assessing severe TR by echocardiography. A, anterior; Ao, aorta; P, posterior; Pm, pacemaker; S, septal; all other abbreviations as in the text.



and tenting area is  $>1.6 \text{ cm}^2$  with the assumption that tethering of the leaflets is symmetric and that the apical four-chamber view allows visualization of the highest coaptation point which is not necessarily correct in patients with functional TR.<sup>4,5</sup> Tenting volume can be quantified ideally by 3D echocardiography to overcome these assumptions (Figure 1).

**Conflict of interest:** DM+ ED+ ES: collaboration with General electric Healthcare; EA + ED: collaboration with Abbott vascular; EA: speaker and proctoring fees, research and educational grant from Philips, Edwards Lifesciences, Abbott, GE, and Siemens; NA: Speaker fees from GE Healthcare and Abbott Vascular and member of Medical Advisory Board of Philips Ultrasound; IS: none.

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